

Original Correspondence.

THE CORNISH ENGINE—"STEAM-CASE."

SIR.—The reasons I advanced in my letter of the 5th inst., pointing out the benefits arising from the use of the steam-case, have not been, in my opinion, in the slightest degree controverted by Mr. James Sims's letter in the *Journal* of Saturday last, which rather tend to confirm the reasons I expressed. Thus, the variable expansion of the cylinder, corresponding to a difference in the temperature, is spoken of as imaginary, and the increased heat of the case converting into steam that which must be condensed by its contact with the cooler surface of the piston, he states, is not admitted to any extent. And again, he says the benefit of returning the condensed steam of the case to the boiler is not of much importance.

Surely this does not bear out the assertion, "that the steam-case, instead of being of considerable benefit, as generally supposed, has had a contrary effect;" and I do not see how these remarks can be construed otherwise than as admissions in its favour.

I observe, too, that Mr. Sims, in his last letter, qualifies his statement by saying, "there is a considerable saving effected by its discontinuance in several of our large engines." Why this qualification? I would ask. If the steam-case is of no benefit in one instance it cannot be in another; but this seems to imply that it may be used in some engines to advantage. If it is of benefit to one, surely it must be to all.

I am willing to admit, as stated in my last, that the piston would probably require packing offener with the use of the steam-case, and unless there is a saving of coal more than equal to this increased cost, no pecuniary benefit is derived from its use; but, as I before stated, if metallic pistons were used, this argument would be done away with. The question, therefore, comes simply to this—Will an engine perform as good a duty without the steam-case as with it? It is this "duty" which has always been the standard with Cornish pumping-engines; and Mr. Sims can probably state what the duty is in the experiments alluded to in his letter, but from his remarks I conclude the results have not always been the same.

Mr. Sims, in conclusion, states that some of the benefits (?) arising from its discontinuance are—a great difference in the friction of the piston, and a third less tallow required. This is a stronger proof than I expected in favour of the case; as it can only be accounted for by the unequal expansion of the cylinder, as I have before explained, and which, from these results, must be greater than I had expected.

The superheating of steam being a subject altogether apart from that under discussion, I will not at present enter into it, further than to remark that the different experiments which have lately been made in several of the large mail packet-boats strongly in its favour.

Oct. 17.

ASHTON VALE COLLIERY, BRISTOL.

SIR.—Having some leisure, I strolled amongst some of the Bedminster coal pits, and was quite surprised on visiting the Ashton Vale, the property of Messrs. E. Knight and Co., where I found they had lately sunk a large shaft, 12 feet in diameter, the depth of 783 feet, and walled the whole distance. In sinking they passed through several seams of coal of different thicknesses—the first, 4 ft.; second, 2 ft. 9 in.; third, 3 ft. 3 in.; fourth, 4 ft.; fifth, 4 ft. 6 in.; and sixth, 2 ft.; the last seam is near the millstone grit, and is supposed to be the lowest in the basin (the dimensions of the seams I took from a section); they also passed through several veins of clayband ironstone, lying above the seams of coal, and so near as to be workable after the coal has been taken away. On the surface there is erected a pair of horizontal high-pressure steam engines, 26-in. cylinders, with three cylindrical egg-end boilers, 40 ft. long and 6 ft. diameter, fed by a donkey-engine (Ogden's patent steam-brake is attached to this engine). The head gear and pitwork are of extraordinary strength; the whole appears to have been put up after the most approved plans, in a thoroughly substantial manner, with economy. From the quantity of iron ore discovered in sinking, and the large deposits of hematite ore on other parts of their property, they have been induced to build a blast-furnace, for the smelting of the ores, which is nearly finished. The mountain limestone crops out on the estate. They have built 24 coke-ovens, and are making fire-bricks from the clays found below the coal. There is also a small cupola, from which all the castings used in the colliery and for the blast-furnace have been cast. A washing-machine is erected, intending to wash all the coals before coking, which no doubt will improve its quality. I was informed they intended making a communication by rail from the works to the River Avon, near the entrance to the Bristol Docks; the distance is less than 1000 yards, and nearly level. Parties visiting these works can but be gratified; and must allow that there is great credit due to the managing partner, Mr. Knight, for the persevering manner in which he has carried out the work, and the successful completion of the shaft and machinery; and I trust the returns will amply repay the company for the large expenditure made.—*Bedminster, Oct. 19.* Solo.

BRASS SHIPS.

SIR.—I have been expecting to see some notice in the *Mining Journal* of Mr. J. Scott Russell's invention of yellow metal ships, the more especially as its development would doubtless tend to increase the demand for, and consequently, the price of copper. The invention, we are told, consists in the application of Muntz's metal as a substitute for iron—the alloy preferred being best copper, 60 parts; best zinc, 40 parts. Now, at present prices, the value of this compound would be 62½ s. per ton, exclusive of cost of manufacture; Muntz's metal is at present sold at upwards of 93s. per ton; whilst for 20s. per ton at the utmost the best manufactured quality of iron-plates could be procured, every plate being thoroughly tested before delivery; and as to the fouling of the ships' bottoms, there can be no question that a coated bottom would be in every way equal to a solid yellow metal one. Again, the very nature of Muntz's metal renders it far less applicable to shipbuilding purposes than iron, even if its price were no obstacle; for it is not only more brittle than the best iron, but likewise considerably weaker.

That Mr. Russell has, however, made a discovery I am ready to admit, provided it be proved that his alloy of 60 parts copper, and 40 parts spelter, is "so near iron in its electrical character as not to act largely thereon when the two are placed in contact in sea water; and, therefore, that in constructing a ship or vessel, a frame of iron may advantageously be plated over with sheets of yellow or Muntz's metal, while sheets of copper are wholly unsuited for the purpose." Of course, if Mr. Russell has devised any means of producing his alloy at a price which shall compete with iron, there might be some room for argument on the subject. FERRUM.

A TOUR THROUGH THE MINING DISTRICTS OF CORNWALL—No. I.

SIR.—It is not the object of the writer to address these remarks to parties who are well acquainted with this part of England; neither is it for the inhabitants of Cornwall, although, perhaps, there are thousands born in their native town or village, and live out their existence there, who are as much strangers to a town twenty miles distant as the inhabitants of the Highlands are to the West of England; the writer's object is to attempt to give some idea of the situation of the most celebrated mines in the county to those parties who have not paid a visit to the West. And if the merchant or capitalist in their offices in London, or elsewhere, will look at the Map of England they will be able pretty correctly to trace their situation; but I would advise all who can to pay a visit, where I am sure they will never regret going. It would be impossible in a contracted space to enumerate every single mine, my object being to confine myself to districts, although in one or two instances I shall deviate from that rule.

The tourist need not in visiting Cornwall look forward to a fatiguing journey of two days from the metropolis, as was the case fifty years since; seven hours will now take him from London to the Plymouth Station of the Cornwall Railway, and a few minutes will bring him in sight of the Royal Albert Bridge. This is one of the grandest of modern achievements: from the immense height, and difficulty in finding a solid foundation, together with a strong current to contend with, we may well think to what a high degree science has attained, and yet the strength of this mighty structure is such that the traveller will scarcely perceive the slightest vibration in passing over it. Its engineer was a master mind; and I feel assured if this had been the only great act of his life it would have been sufficient to have handed his name down to future generations. A few miles run and the traveller arrives at the Menheniot Station, where he bids adieu to the rail, and in a few minutes brings him in sight of the first lead district in the county. Mary Ann and Trelawny are the best; the former has lately very much depreciated in market value, on account of two of the lower levels looking rather poor, but this is considered only temporary, and a few months will very likely place it in its old position. Trelawny is selling at its value, and perhaps will keep at present price for a long time. The ore in these two mines contains a high percentage both for silver and lead. Luddcott, Wheal Wrey, Trevellick, and North Trelawny, are also situated in the same district. These are at present poor, with the exception of Luddcott, which declared the first dividend at the last meeting, and a continuance is expected for years; the ground is easy for working, which reduces the expenses. Wheal Wrey is a disappointment, as at shallower levels a great quantity of lead was raised, and dividends paid; but as the mine became deeper the ground got hard and poor, with no sign of improving at present. The Caradon Hills are opposite; and in this district there are some good dividend copper mines. South Caradon, West Caradon, and Phoenix are the best. The former, on an outlay of 1000l., is now selling at 120,000l., and paid 250s. per share in dividends, and the reserves so large that dividends can be continued for years. West Caradon, on an outlay of 5100l., is selling at 80,000l., and paid 151s. per share in dividends; the reserves here are not large, but will increase; at the next meeting 5d. dividend will be declared, or 30s. per share a year, and that amount expected to be continued. This mine only a short time since was selling at 20,000l.; dividends were discontinued, and shares scarcely saleable; but a change of management fortunately took place, and being now again in the dividend list, I hope its brightest days are to come.

Phenix is a fine mine; outlay 20,000l., now selling at 80,000l., and 810s. per share paid in dividends. Crediton Moor and Goumsdon adjoin the Caradon. The former, containing the small dividend paid (6s. 6d. monthly), is selling at a high price; we are told it is the prospective value which keeps up the price, but the writer recollects four years since it was selling at even a higher price than at present, and then we were told it was the prospective value that kept up the price; since then shares have been at low as 21s., and are now 38s. Goumsdon has also undergone several fluctuations; shares from 28s. fell to 5s., and are now 7s.; mine just paying cost. These two mines are under the same name.

Mahe Valley, West Sharp Tor, South Caradon Wheal Hooper, Caradon Consols, and Great Caradon and Shide, are all within a short distance; these are making calls. This concludes the Caradon district; but before I leave for Redruth I must not forget to mention Herodsfoot, which has within the last twelve months greatly improved in value, and is now paying good dividends, with every prospect of their being kept up for years. This mine two or three years since was selling for 2s. per share, or 2000l. for the mine, but is now selling for 18s. per share, or 18,000l. for the mine. The lead ore at shallower levels was of rather an inferior quality, but as the mine got deeper so the quality of the ore improved, and is now nearly as rich as that of Mary Ann and Trelawny. The mine stands six miles south of Liskeard; and it is a singular coincidence that it is the only mine within a radius of several miles.—*London, Oct. 19.* W. P.

WHEAL MARY AND WHEAL MARGARET.

SIR.—Most of the disputes which have unhappily arisen as to the boundaries between productive mines are to be attributed to the stupid way in which those boundaries have been described, or delineated, by the lords' agents—some of them lawyers, who thrive on litigation, and some not. You remember, perhaps, a dispute relating to the boundary between Creagbrawe and the adjoining mine, which was settled by arbitration; the long and still pending action between South Frances and West Hasset, and some others. The dispute between Wheal Mary and Wheal Margaret arose from the fact that part of the land granted to Wheal Mary was previously granted to Wheal Margaret. I say previously, because the date of the lease was so; but it can be proved that both the leases were settled together, and that the southern boundary, as determined by Wheal Mary lease, was to be the northern boundary of Wheal Margaret.

The lords' agents, it appears, have met and considered all the facts and circumstances of the case, and their decision was announced in last week's *Journal*, which is to renew the leases, on condition that their new "contentious" line be accepted by both, and that no litigation be adopted by either party as to the past. This decision requires that Wheal Mary adventurers shall give up their claim to the 100,000l. worth of ore taken from their limits by Wheal Margaret adventurers, or lose all title to possession of the present lease expires, which, I think, will be in 1860. Wheal Mary adventurers had better take two counsel's opinion on the case; and if they (the counsel) agree that there is an almost certainty of recovering the amount claimed, then to commence an action, for the amount that may hereafter accrue as profits is not likely to equal the sum in question, unless that sum is vastly exaggerated. The nature of the lords' decision is such as clearly to show a strong bias in favour of Wheal Margaret party.

Hayle, Oct. 19.

MINE AGENT.

HERODSFOOT, AND ITS MANAGEMENT.

SIR.—I feel some interest in this matter, and admire the manly way in which you have taken it up. But it is, to me, assuming a more serious feature than I had thought it possessed, and is now affecting—1. The confidence to be placed in underground agents by London adventurers. 2. The independence of managing agents. 3. The welfare of the mining districts. With regard to the first particular, I think no man of common sense can read the letters of Capt. Trevillion and Mr. John Thomas, in your *Journal* of Saturday last, without coming to the conclusion that we—that is, the old shareholders—have been to use a vulgar expression, "sold." Capt. Trevillion takes care to remind you that Mr. Wolferstan has not been underground for six years (pursers, I understand, do not generally go underground)—ergo, the shareholders have depended during that time upon the reports of Capt. Trevillion. A few weeks ago shares were at about 8s. each, and, without any reported discovery in the mine, they rose to 12s. each, and the better quality of the lead, a rapid rise took place in the shares, and as fast as they were offered for sale they were bought up. For my part, I never could find anything in the reports of Capt. Trevillion to justify a sudden rise of 12,000l. in the property. And what do we now find? That local parties—friends (by his own showing) of the underground agent—were the buyers; and having bought upwards of 500 shares out of 1024, we are told the mine is worth 20,000l., and Capt. Trevillion is to be made the manager.

2. As to the independence of agents. Mr. Wolferstan, as I learn from your remarks, and from inquiries on the spot, has been opposed to a monopoly of merchants, and has persisted in buying the supplies for the mine in the best and cheapest markets, and by which, I doubt not, he has saved to the company more than treble the amount of his salary. Let me add here that, although a shareholder, I am no particular friend of Mr. Wolferstan's in this matter, beyond seeing justice done; and should we now abandon him no agent in future will be safe who desires to act fairly and honestly to the distant shareholders. I have been told, by an authority upon which I am disposed to rely, that in the district of Liskeard there are certain "Co.'s" who ring the changes upon the names of their partners, and have for some time occupied all the quays and vantage points for the supply of heavy goods, and have so established a virtual monopoly. Messrs. Sims, Wilyams, and Co., the great smelters, have been for some time seeking a place to deposit coal, so as to enter into competition with them, but in vain. And now, should Mr. Wolferstan be sacrificed, what significance in future will this innocent question bear when addressed to an agent—"Do not think they had better deal with us?"

3. In respect to the welfare of the district. Capitalists for a long time have fought shy of mines; but of late they have been breaking through their distrust, and are evidently, from your weekly remarks, disposed to invest largely, but they will look shy upon a district where such things as I have described can occur, if they do not get altogether disgusted. And when we see Cornish shareholders defying the wishes of out-adventurers, let us hear what the oldest, most experienced, and most respected mine manager in Cornwall—Mr. William Richards, of Redruth—stated in a letter to the *West Briton* of last week, that out of 640 shareholders in the mines under his management for years past, very few are Cornishmen, except merchants. To whom, then, does Cornwall in general, and Liskeard in particular, owe its prosperity, but to the capital of out-adventurers, who cannot but be thoroughly rich capitalists, and the capitalists arising as I have endeavoured to describe and you have so ably exposed.

Cheltenham, Oct. 17.

AN OLD SHAREHOLDER.

HERODSFOOT MINE, AND ITS MANAGEMENT.

SIR.—By what you said about the attempt to turn out a certain manager from a certain mine you have got yourself into terrible disgrace here, and I should not wonder if more than one of your papers were stopped. You should have considered whether your words would hit before you let fly; and have endeavoured to place yourself in the position of the man who is to be turned out, and understand their feelings. Suppose that, after years of manoeuvring, you had succeeded in securing the trade of the district in the supply of mine materials; suppose you had took and rented all the cellars and quays, so that nobody else should interfere; suppose that you had took into the concern, or "Co." somehow or other, most of the principal mine agents in the district, so that your tender could always be a farthing under anybody else. I say, suppose you had made all the business and all the agents comfortable, until there was no longer any question about wet or dry, little or much, good or bad. And suppose that a rather bumptious little gentleman comes to have nothing to do with you, and brings his goods from all sorts of quarters, so that the samples are quite different, and suppose he shows a bad example by counting, weighing, measuring, tasting, and smelling everything brought into this certain mine. Now, would he not be like Mordred at the gate? And if you saw your way clear to get the majority, by laying out a few hundreds of pounds in shares, which will be sure to sell again in a few weeks, would you not "serve him out," as he would not allow you to "serve him whilst in." A DEAL SMALLER, AND A SMALL DEALER.

Liskeard, Oct. 19.

AN AGENT.

HERODSFOOT MINE, AND ITS MANAGEMENT.

SIR.—I, as an under agent, thank you for unmasking the conspiracy against the honourable manager of Herodsfoot Mine. Humble as my situation is, I trust my name to you that I may thank you for supporting him in his independent conduct; and all honest agents ought to rally round him, if they dare. I should be glad to see the day when we could speak our own words about the quality of materials supplied; but what would be the good, if the only thing that followed was to get the sack?

I will be bold to say that if Mr. Wolferstan is made an example of for doing his best to buy in the cheapest market, all the agents in the Liskeard district will be tongue-tied from that moment. The coals may come in wet, with all the knobs picked out; the candles may run away like snow before the sun; the grease may make the engine rust like an anchor; the iron may break off short like a carrot; and for the future no more will be said about it by me.—*Liskeard, Oct. 18.* AN AGENT.

TIN MINES AND TIN MINING.

NORTH WHEEL VOR AND CAMBORNE VEAN MINES.

SIR.—When I wrote the remarks that appeared in the *Journal* on Tin Mines, &c., a short time since, it was with the best intention. I had no object in speaking more highly of those mines which I have spoken favourably of than they deserved, according to my opinion, neither had I any interest in disparaging those which I have not written so favourably of. What I wrote was without prejudice. I have for a long time been convinced that our tin mines were not receiving that attention from capitalists which they deserve; I believe if they are judiciously managed they will prove to be most profitable fields for investment, but I do not think that everyone will turn up a prize.

Your correspondent, who signed himself "Old Tin Miner," objects to my remarks on North Wheel Vor, and says that, through ignorance, I am altogether mistaken with respect to the stratum of that mine. He says "It is perfectly identical with that of Great Wheal Vor." This I most emphatically deny; there is a wide difference in its composition, and in the strata of Great Wheal Vor is a quartzose clay-slate, its colour is purple, its fracture is rough and uneven, and on its being exposed to the influence of the atmosphere it remains unchanged. Now, the stratum of North Wheel Vor is slightly micaceous, of a light blue colour, its fracture is of a slaty character, and on its being exposed to the atmosphere it very soon decomposes. Some occasional bunches of tin have been met with in similar kinds of stratum, but I know of no mine that has ever paid its cost in clay-slate of the same character as that of North Wheel Vor. At one time I thought favourably of North Wheel Vor (and could not account for its failure, seeing it is situated in what has been a highly productive tin district), before I went on the mine and examined the stratum shown in the burrows.

I am one of the school who believe in productive and unproductive strata. I am of the opinion also that many thousands of pounds have been uselessly spent in Cornwall for want of proper attention to the kind of strata in which a mine is situated. There is still too much of that reckless mode of mining carried out in Cornwall; too many go on that old foolish principle of "where it is, there it is," and act as if there were nothing to guide them in their explorations after the hidden treasures of our country.

As to the truthfulness of "Old Tin Miner," respecting the value of the lode in North Wheel Vor, I need only refer to the statement of your correspondent, "M." (Helston), in last week's *Journal*; he has been on the mine within the last few days, and was told that the lode reported by "Old Miner" to be worth 50s. per fathom is not worth 5s. per fathom. I thank Mr. Jones for correcting me with regard to the depth of Camborne Veal Mine; my informant was wrong. I think, with Mr. Jones, that they belong down to the 222 level of the 200 is a most important circumstance in favour of the mine. Time will show as to who is right with respect to the time required to complete the new shaft; I should be glad if it could be done in twelve months. I have several friends who are shareholders in the mine. With respect to the produce of the mine, I beg to say that some parts of the lode may be worth three produce, but I meant the average of the whole lode. I cannot see the degree of discrepancy in my remarks on Camborne Veal that Mr.

Jones fancied, and I think the time will come when that mine will stand equal to none in its neighbourhood, but I fear that desirable state of things will not come so soon as Mr. Jones anticipates.—*Oct. 20.* A MINE AGENT.

BELL AND LANARTH.

SIR.—Your City Article of Aug. 13 last made the price of Bell and Lanarth shares 31, 10s. to 42s., and this misled myself and some others to consider a discovery had been made, to cause a rise in value, although you did not notice anything of the sort in the *Journal*. Before you quoted such a price I am told our shares were not marketable, and soon after your quotation the mine was broken up and abandoned. I am not unacquainted with the difficulties you must have to meet with in getting correct and sound prices of mining shares, and am not going to find fault with you, but I cannot avoid saying I fear you were greatly misled in Bell and Lanarth.

Q. E. D.

[The quotation referred to by our correspondent was given by a broker as one of business transactions, and we have no reason to suppose he had any intention of deceiving us. We would here add that we find it very difficult in the conflicting statements sent to us to get prices satisfactory at all times or to all parties. We do everything in our power to get them as correct as possible, and for this purpose communications have always been invited from the dealers in the market every Friday. Official notices of improvements and discoveries are also asked of pursers and secretaries, though we regret to say the latter are not so freely sent as we could wish. Our object is to notice as fully as we can all bona fide concerns, and keep the public advised of all changes that take place in mines and in the market.—*Ed. M. J.*]

NORTH WHEEL VOR.

SIR.—In some of your past *Journals* my attention has been drawn to the remarks of anonymous correspondents on this mine, and as they have, from motives best known to themselves, dealt rather unscrupulously with its affairs, I feel it incumbent on me not to allow their misrepresentations to pass unnoticed, lest silence may be construed into an admission of their correctness.

The facts, as stated by "An Old Tin Miner," in the *Journal* of Oct. 1, were perfectly true, although since stigmatised by your correspondent, "M." (Helston), as false, both as to the then value of one of the lodes, and this set, comprising some of the best lodes of Great Wheal Vor; and had he, when lately visiting North Wheel Vor, called on me at the account-house, I would have fully satisfied him on these points, by the most conclusive testimony, as well as afforded him all other required information regarding the operations of the mine.

With respect to "stamping the burrows from Polladras Down," a fact on which he comments in the same *neighbourly* spirit, this has been done solely from the desirableness of mixing those halve with our dredged tin in stamping it, not having suitable halve here for the purpose, and without which it could not be so advantageously returned.

The gentlemen who are engaged in working the mine (and the great majority of whom have been so from the outset) are fully competent to carry it out, as they have hitherto studiously done, on their own individual responsibility, and without having recourse to "any false statements" for "imposing on the public" (unnassisted by whom they have for the past five years worked), or "propping up a falling concern," as alleged by your very charitable correspondent.

The principal point in view, and which will shortly prove itself—the ascertaining the value of the junction of two of the numerous master lodes comprised in their set (and on which they have upwards of a mile in length) is being steadily pursued by them, with every prospect, guided by local experience, of success.

I have only to add, that the returns from the mine have greatly exceeded what were originally calculated on at the present depth; and would recommend your correspondent, in his future communications, to go to the fountain head for his information (and which will be readily given here), rather than be led astray by those to be obtained in the manner he has stated in this instance. I should be sorry to impute any unworthy motive to "M.," but he certainly exposes himself to it, and, at the same time, shields himself under the cover of anonymous attacks which, strictly, should have been unobscured by me.—*North Wheel Vor, Helston, Oct. 17.* RICHARD WHITE, Managing Agent.

VIVIAN AND REYNOLDS' CIRCULAR—JOBBER SECRETARIES—CAPT. JOSEPH VIVIAN.

SIR.—We find by a letter which appeared in last week's *Journal*, from a person styling himself "Petrearch," that in our remarks on the misdoings of a certain class of London secretaries, made some time since in our Circular, we have hurt the feelings of the writer. As, however, we referred also to a class of secretaries entitled to praise, it is evident that "Petrearch" does not consider himself to belong to the latter, and, of course, we must allow him to know best on this subject. But we cannot see the justice, or propriety, of Capt. Joseph Vivian's name being mixed up with the matter. What has he to do with our Circular? We must admit, however, that the highly imaginative description of Capt. Vivian's house, grounds, property, and manner of living, do credit to the writer's peculiar talents. The same powers applied to the description of some mine of considerable size, or even no merit, would render it a perfect *El Dorado*. There is a combination of the poetical and the picturesque which is quite charming. The semi-mansion, with park-like grounds, and the mill in the distance, form quite a delightful picture, and would make one almost think that "Petrearch" is an auctioneer, and has an eye to the sale of the property. We think "George Robins" would have been a more appropriate name for the writer than the one he has assumed. The profits of the mill are also dwelt upon; but as these belong to another person, and Capt. Vivian has no more to do with the business than with the government of Japan, we think these must be omitted from consideration. In addition, however, to those very desirable points in the mine which "Petrearch" has enumerated, we beg to inform him that there is also a stamping-mill, which brings in a tolerably good rent; and a very powerful threshing machine, which may be inspected and tested by him at any time.

The hospitality of Capt. Vivian is stated by "Petrearch" to be of a princely character, from which we apprehend he may have dined at Reskademick on Christmas-day; but on ordinary occasions it is only such as the supposititious salary mentioned by his anonymous friend enables him to exercise; and his having such a salary proves the esteem in which he must be held in his vocation.

VIVIAN AND REYNOLDS.

68, Old Broad-street, Oct. 21.

NORTH DOLCOATH—DISCOVERY OF SILVER.

SIR.—As there seems to be a difference of opinion amongst some people as to who discovered the silver at North Dolcoath, we must beg, in justice to our agent, Capt. James Paull, to make the following statement.

We purchased the greater part of the mine of Capt. Joseph Vivian, William Thomas, and W. C. Vivian, and took the position of pursers, and of that exercising a general control over the working of the mine, appointing, at the same time, Capt. Joseph Vivian the consulting engineer, and Capt. William Thomas the acting manager. We then commenced driving the adits, &c.; but neither for Capt. Vivian, Capt. Thomas, or ourselves, can we claim the merit of discovering the silver. Capt. James Paull was our inspecting agent, and he sent him to look at North Dolcoath, after we had been working some months. He wrote advising not to continue driving the deep adit level, as there was no lode in the end, but to drive north. We immediately wrote to Capt. Thomas to suspend driving east, and to commence driving north at once. This was done; and in driving about 2 fms. a large and fine looking lode was intersected. This was driven on some 3 or 4 fathoms, when we again sent Capt. Paull to look at it. He gave us a very favourable report of the appearance of the lode, and stated, at the same time, that there was some mineral in it which he did not exactly understand. He also broke a very fine specimen of the ore, and showed it to several persons, to endeavour to ascertain its character, but none appeared to know what it was, except Capt. Vivian, who agreed with him in thinking that it contained silver, and who advised him to get it assayed. Before, however, he could get it done himself, Capt. Thomas took the stone from his house and had it assayed.

We do not believe that which Capt. Charles Thomas, jun., says in his letter, in the *Journal* of last week, that Capt. W. Thomas had had several samples assayed before the stone broken by Capt. Paull; for we think, if this were the case, Capt. Thomas would not so far have neglected the duty he owed to us as not to inform us of it.

As to the influence of Capt. Charles Thomas's report, we must be allowed to say that, although it was furnished to us by Capt. W. Thomas at the time he sold us his share, and although we entertain, of course, a profound respect for Captain Charles Thomas, it had not the slightest effect on our determination to work the ground; and as we were unable to place any of the shares, with a very trifling exception, until after the silver was discovered, it cannot be supposed to have had much effect in the formation of the present company.

We consider ourselves, therefore, indebted entirely to Capt. Paull for a very valuable discovery; and have, in consequence, presented him with a gold watch, to which one of the other large shareholders has added a gold chain and key.

68, Old Broad-street, Oct. 20.

VIVIAN AND REYNOLDS.

GREAT WHEAL BUSY.

SIR.—Observing in the *Mining Journal* a report of the meeting of this company, in which serious reflections were cast upon the late manager of the mine as made, I did not see the *Journal* in time.

It first states, "In answer to an enquiry as to how the tributers' balances were so exceedingly heavy, it appeared that for the months for which those balances were given they took up two-thirds of the returns." Where did this appear? Certainly not in the books of the company; for they prove that the highest tribute for those months was only two-thirds, and that it varied from that down to one-third, and while the ground was so poor that none of it was worked in very low tributes, this statement cannot be made to appear to be true. The average was referred to as being 4s. 10s. per ton, and upwards of 4s. per man, including boys. Now as small boys on hard ground are useless, these were from pretty good-sized boys up to men, and those who were not entitled to a full man's part were about one-seventh of the whole, and these principally working with their fathers, so that there was scarcely any, if at all, less work done than would have been by a full number of men. The time for which those wages were earned was said to be "the four months ending in July;" this is not true, as the books on the mine prove, but the average of the months of February, March, and April did rather exceed 4s. (10s. in no one month) and 4s. 10s.; during this time there were improvements to a great extent in several of the pitches, the standard of copper went up, the men saw their opportunity and worked hard, and their ores sold exceedingly well, it being the very top of the standard. Besides, a rise of only a few shillings per ton would make a considerable difference on 1523 tons of ore which were raised in those months. Where, then, is the wonder that they exceeded 4s.? and where is the mine in which men are set to work, in which they are encouraged to work, and in which they really do work, in which similar, and even heavier, balances will not occasionally be found? This might be prevented by a system of so-called owners' account tribute, which is sometimes found to prevail, where men are bound down to a fixed low rate of wages, but where they really do much less in proportion than when they have a chance of getting money, and are thereby encouraged to work; about this, with all real miners and sensible men, there can be but one opinion.

For tributers' earnings to be at all over 4s. per man is said to be "a state of things against which no mine could stand, but it is ever so rich;" and yet it is a singular fact that the loss at Wheal Busy for the three months when the balances were highest was about 200l. less than that of any other quarter since the mine has been working. How is this to be accounted for? Is the fact entirely overlooked that the tribute part of the adventurers increases in proportion to that of the men, and if they earned less the adventurers' returns would be less also. It may be proper here to remark that the tributers did not always get so much money for the months of November, December, and January—they barely averaged 3s. 12s., and for the month of May 3s. 4s. As to the "minute investigation at the mine in company with me," when I would have gone into the particulars of the tributers' balances, I was told that it was useless, that they had gone into the matter before, had formed their conclusions, were thoroughly dissatisfied, and wished me to resign; not a single book was then referred to, and nothing I could say by way of explanation or expostulation could move their evident determination of getting rid of me.

What is there, then, in all this that so seriously reflects on me, and proves me unequal to the management of such a mine, or is there anything at all? Is the proof of this unfairness to be found in what was previously done in the mine? Is it

long since we noticed an elaborate treatise on Applied Mechanics, from the pen of Prof. Macquorn Rankine, and have now before us an equally elaborate work on the Steam Engine and other Prime Movers by the same author, which is, in fact, a continuation of his former treatise. As might be expected from the name of the author, the manual contains very much of the nature of a text-book, but it will certainly do much to remove the erroneous impression too often entertained, that the science cannot be treated except in a dry and uninteresting style. In tracing the progress made in the application of steam from the earliest times to that of the most recent inventions, the reader is led through the various phases of discovery, and is initiated into the knowledge of the scientific principles involved by such nicely adjusted gradations that he acquires the knowledge which it is the professor's object to impart before he is aware that he is being instructed. To the practical man Prof. Rankine's book affords an opportunity of gaining information without the feeling that he must submit to the drudgery of the regular course of study; while the theorist may obtain data which will guide him in the examination of practical inventions, and enable him better to appreciate the scientific part. Both of the manuals referred to form parts of the "Encyclopædia Metropolitana," published by Messrs. Griffin, of Glasgow; but the series by Prof. Rankine will be complete in itself, and will form a most useful work of reference, not only for the engineer and mechanic, but for the general reader.

MOLLAND.—T. Bennetts, Oct. 19: The engine-shaft will be down to a 42 in. level by the end of this week if all be well, when the men will commence to divide and case the shaft, preparatory to driving a cross-cut to the lode. In the 32 east the lode has opened out large, with spots of ore, and appears to making a turn north towards the hookan; whether the lode will be too strong for the hookan or slide to cross it I cannot

mine above, which will be intersected by the same level. By extending the two old shafts, one at 5s., and the other at 10s. in 17. By extending 24 fms. further two east and west lodes will be met with, they are then composed of very excellent gossan and quartz, and judging from what I saw that they will be found to be productive of copper ore. I cannot but find the mine to be in a much better position than I expected.

following will show you: I estimate the ore laid on in back of the adit to be worth about 6000, and about the 10 to be worth about 1500; this will be without the silver, and at the end of December Capt. Seymour ought to sample 70 tons of No. 1 and 30 tons of No. 2 copper ore; to do this is no difficulty. The lode that this ore is raising from is generally thought to be the Fowey Consols cauter, from which such immense riches have been realised. The east and west lodes are parallel to the Fowey Consols lode, all of which are embedded in a beautiful stratum of ground, and the backs of the same have every appearance of being fossil very productive of copper. There is a new water-wheel 5 ft. by 4 ft., with sufficient water to sink the mine to any depth, and, if required, the 50 ft. high can be put up still higher up the bottom than the present one. I would recommend sinking the engine-shaft with all force, drive north and south in the 10, and at the adit, and lay open the east and west lodes. I see no difficulty of your having a good and lasting mine. Any further information in my power relative to this property is yours at command.

FENDEEN CONSOLS.—W. Eddy, J. Carthew, Oct. 16: This being our setting-day, we send you our report of these mines:—The engine-shaft is now 11 fms. below the 94; the lode is 80 in. wide, with stones of copper ore, but not to value. The sump-wine is 6 fms. below the 94; the lode is 24 in. wide, producing good stones of grey ore, but not to value. The 94 is extended for the month 15 ft. 9 in.; no lode has been taken down for the month; the ground looks kindly. No. 1 stopes, over the 94, are worth 2 tons on ore per fm. No. 2 stopes, north of No. 1, are worth 2 tons of ore per fm. No. 3 stopes, north of No. 2, are worth 3 tons of ore per fm. The stopes south of No. 1 are worth 3 tons of copper ore per fm. The 82 is extended for the month 18 ft. north; the lode in this end is 4 feet wide, worth 15 ft. per fm.; driving for 41. 10s. The stopes over this end are worth 15 ft. per fm.; stopping for 31. per fm. The stopes over the 82, north of No. 3, are worth 2 tons per fm. The stopes below No. 3, are worth 2 tons, and south, are worth 2 tons of copper ore per fathom. The 70 is extended north for the month 36 ft.; the lode is large, but poor. We consider, on the whole, the mine never looked better than this day, and we think you will have a good paying mine.

PENGESNA.—E. Hitchens: At the south part of the mine, we are stopping to the east of the lode and dropping the branches, and are raising some good work; the branches and droppers are underlying south and east. The stopes are looking very well, and the indications are very good at present to make lead; these are strong branches, very likely to make good piles of lead. A little further to the east, in the same stopes, we are driving and stopping; here the branches and droppers are underlying the same as the above, composed of lead, muddle, and spar; we can raise good stones of lead here, and I hope we shall continue to do so. In the adit level, in the back to the east of the sink, we are still rising and extending these stopes towards the east, on the course of the lode, which is here about 5 or 6 ft. wide, composed of lead, silver, blende, and copper. The branches of lead in the back looking the same as when I wrote to you last, and the lead in the lode is more fine grained. In the adit end we have driven a cross-cut south about 6 ft., and cut through the lode, which is about 4 ft. in size, composed of lead, iron, muddle, and capels; it appears we have got the whole of the lode, if there is any more it is not near here. The lode in the end going east is altered for the better; it is very rabby, and looking very promising; the run of the lode is just the same as when I wrote to you last. There is more water coming out of the end than there has been for some time.

POLBREEN.—Oct. 15: The lode in the 42, east of Dorcas's shaft, is much the same as at the last setting—about 18 in. wide, with spots of tin in it, and letting out a pretty deal of water. There has not been any lode taken up in the 32 east or west for the month; the ground by the side of it is without alteration. The rise in the back of the 32 is held to the middle level; there is a good lode in this place, and we shall put a pair of men to stop this ground, when we have cleared away the work a little more at the surface to make room. The lode in the winze in the bottom of the 22, east of Dorcas's shaft, is about 1 ft. wide—good work; there is only one man and a boy in it, the other man and a boy that took it at the setting-day have left, and as the 32 is still behind it we may as well go on with these, as we shall get down time enough for the level under. We are stamping work, and the dressing pans are now in full operation; we are waiting until we can get a lot of work for the burning-house, and to-day we intend to commence burning the tin. We have had some difficulty in getting sufficient draught for the stamps-engine, and especially since the burning-house flues have been connected to it. We have carried the flues both from the stamps and burning-house to the pumping-engine stack under the surface, and made them perfectly air-tight, by covering them with clay; it is getting better, but not yet good, and improving as it dries.

PRIDEAUX WOOD.—P. Rich, Oct. 17: In the 54, east of Kendall's shaft, on Kendall's lode, the lode is 1 ft. wide, and poor, but letting out a large quantity of water. In the winze sinking under the 44, the lode is 5 ft. wide, 3 ft. composed of copper, and will just do to save; the other 2 ft. thin, just alive, and a very kindly lode. In the bottom of the winze the lode is better than when we began to sink. In the 34 the lode is 3 feet wide, saving work for copper ore. In the adit end the lode is 3 feet wide, saving work for the stamps, and kindly.

PROVIDENCE MINES.—A. Anthony, Oct. 17: The lode in the 65, east of Comfort lode, on a limb of the carbons, and south of the standard lode, reported three weeks since worth 120 ft. per fm., is now worth about 20 ft. per fm.; the deposits on this lode have varied from 5 ft. to 120 ft. per fm. for about 30 fms. driving; this is now assuming the character of an east and west lode, and we have been for some time past driving cross-cuts to prove it. Next week we shall furnish the monthly report, with particulars of the settings, which will take place next Friday. In the mean time, we may add that our settings on the day mentioned will be about equal, on the whole, to that of last month. The adventures are met assured that they are kept well informed of all important changes that take place in the mine, which has been proved by our quarterly statements and reports for many years past.

QUEEN OF TAMAR.—B. Robins, Oct. 19: As we become more bedded by getting under the side of the hill, the adit of the western lead lode is becoming much more matured by having floor-spar, blende, with large stones of muddle, in addition to capel and blue flonkan, giving to the lead a greater richness in silver. Driving southward about 10 fms. from our present operations we will come to the east and west lode adverted to on Oct. 1; when the crossing of these lodes meet greater improvements may reasonably be expected, as their present splendid appearance give indication. The Albert shaft is progressing, and the ground is of a light-blue kilas, very tough, and likely to do without timbering at this point of our operations.

REDMOOR.—T. Taylor, Oct. 18: The 80 west, on Kelly Bray lode, is without alteration since last report. The lode in the 100 east is about 2 feet wide, containing good stones of ore, but not enough to value. We have cleared the 100 about 30 fms. south from the Cornish-house shaft; at this point there is an east and west lode 6 feet wide, chiefly composed of quartz and prinn, with a little peach, and some good spots of yellow copper ore. I think it advisable to drive on it a few fathoms, then cross-cut, and we shall be in a position to do so by next setting-day.

REIDOL.—Captain Ridge, Oct. 15: The cross-cut in bottom of Rihurugus engine-shaft is extended 6 fms. 3 ft.; we have at this distance cut the lode, which is 1 ft. wide, composed of spar, blende, and copper; we are now driving on the course of the lode. In the deep adit level the lode is 15 to 18 in. wide, composed of strings of blende and lead. In the midway level the lode is from 15 to 18 in. wide, composed of spar and blende. The various stopes throughout the mine are yielding upwards of 2 tons per fathom. In Nantiglas cross-cut we have commenced breaking through some part of the lode; as yet I cannot form a correct idea of what it is composed, but shall in my next report be able to give you full particulars. I have no alteration to report in Foxpath cross-cut since my last. We shipped on the 3d inst. 140 tons of blende, and have forwarded per this day's mail to Messrs. Vivian a sample of the next 100 tons.

RITTON CASTLE.—S. M. Ridge, J. Kneebone, Oct. 20: We are now making good progress here, and all going on well, and shall be in a position to make a good start of the engine on the 27th inst., hoping to have the pleasure of seeing as many of the directors and shareholders present as can make it convenient to come on this occasion, feeling confident we have a good property, and one, I think, which will loudly speak for itself before long.

RIVER TAMAR.—J. Cock, Oct. 18: There is no change at the 70, and the ground continues hard. We have nearly completed the shodding on the south-western part of the set, but nothing of importance has been discovered during the past week; this portion of the set requires to be explored at a greater depth, which is fully warranted by the number of lodes passing through it.

ROSEWALL HILL AND RANSOM UNITED.—P. Roach, Oct. 19: The engine-shaft is now about 9 feet below the 130; the lode is worth 30 ft. per fm., and the ground is quite as favourable as was expected. We have completed clearing the 125. There is an improvement in the 115; the carbons are being cleared on tribune, and large quantities are yet to be removed. We expect daily to cut the lode in the 100 south on the cross-course. In the 80, west of Ransom, the lode is 1 ft. wide—saving work. The lode at Ransom's shaft is worth 9 ft. per fm. In the 80, east of Ransom, the lode is worth 6 ft. per fm. The 70 and 60 are not being driven; all the men being engaged about sinking the winze between these levels. The lode in the 50, east of Ransom, is worth 8 ft. per fm. The lode in the 40 is worth 16 ft. per fm. The Township shaft is rapidly approaching completion to the 90. The railways are complete from the shaft to the stamps, so that no cartage is required for any of the tinstuff.

ROSEWARNE CONSOLS.—James Richards, Oct. 18: Saturday last was our pay and setting-day, when the following bargains were set:—The 20 cross-cut to drive west of 30 fms. shaft to two men and two boys, at 65s. per fathom. The 20 cross-cut to drive east of the 30 fms. shaft to two men and two boys, at 40s. per fathom. The stopes in back of this level, east of the shaft, to six men, at 40s. per fathom. We have set two new pits in the back of this level, west of the shaft, one at 8s. and the other at 10s. in 11. Set two men to drive on the new branch in the 10, east of Boorman's shaft, at 35s. per fathom. Set two men to drive west on the new lode recently cut south of Hollow shaft in the 11; price for driving, 18s. per fathom (this we think highly of). Set the 20 to drive west of Milton's shaft to four men, at 28s. per fathom. Set a cross-cut to drive south of Wilson's shaft to two men and two boys, at 35s. per fathom. We have tributaries at work, varying from 8s. to 12s. in 11, at 60 ft. per ton for tin. Our last parcel sold at 84s. 10s. per ton.

SOUTHIDGE CONSOLS.—R. Jackson, Oct. 20: Hitchens's engine-shaft is down 6 fms. below the 98, in good ground for sinking. In the 98, east of the engine-shaft, the lode is 2 ft. wide, composed of spar, capel, muddle, and good stones of ore occasionally. In the 98 west the lode is 1 1/2 ft. wide, yielding a little ore occasionally. In the 88 west the lode is 3 ft. wide, composed of spar, capel, muddle, and good stones of ore occasionally. In the rise in the back of the 86 west the lode is 1 1/2 ft. wide, composed of spar, muddle, and a little ore. In the 62 east, in cutting through the lode, the lode is producing good stones of ore, looking promising. In the 62, driving north-west of the western cross-course, no lode has yet been met with. In the 40, driving south-west of the lode, the lode is 2 1/2 ft. wide, composed of spar, gossan, muddle, and good stones of ore. In John's cross-cut south of the 20, no lode has yet been met with. There is no change to note in any other part of the mine.

SOUTH CARN BREA.—T. Ghanville, Oct. 19: In the 88 east the copper ore part of the lode is 15 in. wide, composed of muddle and copper ore. In the 88 west the copper ore part of the lode is 15 in. wide, composed of muddle and copper ore. In the winze below the 68 the lode is yielding 1 ton of copper ore per fm. In the 68 east the lode is producing 1 1/2 tons of copper ore per fm.

SOUTH CRENVER.—E. Chegwinn, Oct. 18: In the sump-wine, sinking below the 105, the lode is 2 1/2 ft. wide, producing 1 1/2 tons of ore, worth 12 ft. per fm. In the 105 west the lode is 2 ft. wide, producing 1 1/2 tons of ore per fm., worth 4 ft. per fm. In the 94 west the lode is 1 1/2 ft. wide, producing good stones of ore. In the 84 west the lode is 2 1/2 ft. wide, producing 1 1/2 tons of ore per fm., worth 6 ft. per fm. Our tribute pitches are looking quite so well.—South Mine: In the 32 cross-cut, driving south of the south lode, the ground is favourable for driving. In the 32 and east the lode is 6 in. wide, producing muddle and spots of copper ore. In the 32 end, driving west, the lode is 9 in. wide, producing stones of copper ore. Nothing new to report in any other part.

SOUTH DOLCATH AND CARNARTHEN CONSOLS.—W. Roberts, Oct. 18: The 70 and 30 fms. levels cross-cuts, driving north, are progressing favourably. In the adit, driving south, there is a change in the ground as if getting near to a lode.

SOUTH LADY BEITHA.—R. Unsworth, Oct. 20: In the 40 east the lode is 4 feet wide, peach, quartz, muddle, and good stones of copper ore—every appearance of an important quartz. In the 40, driving south, the lode is 3 ft. wide, quartz and a quan-

tity of muddle, spotted with lead ore. We are forcing on this end to reach the south lode, which will be intersected at about 75 fms. from surface, when I have no doubt of cutting a good course of ore. The lode in the 30 end east is worth 2 tons per fathom, and west of cross-course 2 1/2 tons. We have commenced a winze in bottom of the 30 on a lode 6 ft. wide, composed of peach, quartz, muddle, and copper ore, worth of the latter 3 tons per fathom for length of winze—8 ft. Our dressing is going on very satisfactorily.

SOUTH WHEAL TOLGUS.—Oct. 15: Yours's Lode: The lode at Mitchell's engine-shaft, sinking below the 120, is 1 ft. wide, consisting of peach and spar. In the 120, west of Mitchell's shaft, the lode is 8 in. wide—poor; the same remark will apply to the 120 east. The lode in the 110 west is 8 in. wide—unproductive. The stopes in the back of the above level are yielding 2 tons of ore per fm. In the 100 west the lode is 18 in. wide, yielding 2 tons of ore per fathom. The lode in the 100, driving east from John's winze, is 10 in. wide, producing occasional stones of ore. The lode in the 90 west has not been taken down in the past week, nor in the slope in the back of the 90 west. The lode in the winze sinking in the bottom of the 78 west is 18 in. wide, yielding 2 tons of ore per fm.—South Lode: In the 110 east the lode is 3 ft. wide, yielding 1 1/2 tons of ore per fm. The lode in the slope in the back of the above level has not been taken down since last reported. In the 100 east the lode is 2 ft. wide, producing good stones of ore, and is promising for further improvement. In the 90 east the lode is 1 ft. wide, chiefly consisting of flonkan. The stopes in the back of the above-named level are yielding 3 tons of ore per fm. In the 78 east the lode is 15 in. wide—unproductive. No lode or branch has been met west of the 78 cross-cut south nor in the 110 cross-cut, north from Mitchell's shaft. Since last reported.

ST. AUSTELL CONSOLS.—R. H. Williams, Oct. 15: In the 45 cross-cut we have cut a large stream of water coming down from the back of the end. I have put the men to rise up, to see if the lode is near. From what I can see to-day, I expect to be able to report the long-looked-for lode cut in less than a month; this is close to our extreme end south. The 35 end east, on the lode, is poor at present; we have holed this end to the winze under the 25, and the ventilation is now very good. The eastern stopes in the 35 is not so good as last reported, now worth 1 1/4 cwt. of tin per 100 sacks. The western stopes in the 35 fathom level are worth 1 1/2 cwt. of tin per 100 sacks. Barker's lode, in the 35 fms. level, is worth 2 cwt. per 100 sacks; the lode is opening out very large. In the north stopes are much as last reported. The lode south of the elvan, in the 25 east, is poor at present. Barker's lode, west of the slide, on the old stopes, is not looking quite so well, worth 1 1/2 cwt. per 100 sacks. Barker's lode, on the new stopes, is poor at present; the lode is very large, and contains a little tin. In the 15 the end on the eastern lode is not looking quite so well as last week. The stopes on the south lode is improving. All our machinery is working well. I am using every effort to try to cut the lode in the 45 fm. level this month; I have not a doubt about its being south of our present cross-cut.

ST. DAY UNITED.—E. Ralph, Oct. 15: Trussall's shaft is sunk 10 fms. 2 ft. below the 144; the lode is 2 ft. wide, rather more promising than it has been: we shall commence the 144 from the bottom of the shaft in the course of next week. In the 144 end east the lode is 3 ft. wide, producing 4 tons of ore per fathom. In the 144 end west the lode is 1 ft. wide, producing stones of ore. In the slope in back of the 144 the lode is 3 ft. wide, producing 3 1/2 tons of ore per fathom. In the 131 end, east of shaft, the lode is 1 ft. wide, poor. At Billings's shaft, sinking below the 144, the lode is 5 feet wide, worth 55 ft. per fathom. The 144 end, east of shaft, is suspended for the present, in consequence of bad air, and the men put to sink a winze in bottom of the 134 for ventilation. In the 144 end, west of shaft, the lode is 2 ft. wide, unproductive. In the 134 end, east of shaft, the lode is 2 ft. wide, producing saving work for tin. In the slope in back of the 144, east of shaft, the lode is 2 ft. wide, worth 12 ft. per fathom. In the slope in back of the 134, east of shaft, the lode is 2 ft. wide, worth 25 ft. per fathom. The winzes sinking below the 134, west of Billings's, and east of Trussall's, are worth 10 ft. per fathom each.—Disseo Pool: We shall complete cutting the pit, &c., in about eight or ten days. We are now clearing a winze in bottom of the 140 fm. level, 10 fms. before the 153 end: we have cleared up about 4 fms., but have not yet reached the bottom, and cannot say anything about its value. We have taken cut the small boiler at Trussall's, and put in the large one, and hope to get home the other from Boiling Well next week.

SPEARHEAD MOOR.—T. Anthony, C. Ellis, Oct. 18: The following is the tinwork setting, with the prices and value per fathom, of last Friday:—The 110 east to four men and two boys, at 12 ft. worth 6 ft. per fm. The 100 west to two men, at 9 ft. 10s. worth 3 ft. per fm. The 100 east to two men, at 12 ft. worth 20 ft. per fm. The 30 east to two men, at 9 ft. 10s. worth 6 ft. per fm. The winze below the 100 east to two men and one boy, at 13 ft. No lode taken down. If all be well, this winze will hole to the 110 in six weeks from this time, when the lode, which has not been broken from the commencement, will be taken down, and the value ascertained. The back of the 100 east, No. 1 stopes, to four men and two boys, at 5 ft. worth 15 ft. per fm. No. 2 ditto, bottom of the 100 east, to four men and two boys, at 5 ft. worth 20 ft. per fm. No. 1 ditto, bottom of the 90 east, to four men and two boys, at 5 ft. worth 15 ft. per fm. No. 2 ditto, bottom of the 90 east, to four men and two boys, at 5 ft. worth 6 ft. per fm. The tribute department is much the same as when last reported on.

TAMAR SILVER-LEAD.—T. Foot, Oct. 18: The shaftmen have been employed fixing the balance-beam in the 175, and which we shall set to work to-morrow. We have also fixed a plunger bottom in the 226 to receive the column, but shall not heave the latter over until after the sampling, which takes place on Saturday next. We have taken down the lode in the 226, which continues to look well; the lode is 2 1/2 ft. wide, and will produce 40 cwt. of lead per fm.; in the back of this level we have three stopes working, which yield as follows:—No. 1, 20 cwt.; No. 2, 12 cwt.; and No. 3, 10 cwt. of lead per fm. The lode in the 215 south is 3 ft. wide, composed of capel, spar, and lead, yielding of the latter 6 cwt. per fm. We expect to have an improvement in this end shortly, as we are within a few fathoms where the lode improved in the 205; the stopes in the back of this level, four in number, are yielding on an average 8 cwt. of lead per fathom. The slide has been intersected in the 205 south, and we shall have about 8 ft. to drive west to cut the lode; the lode home to the slide will produce 15 cwt. of lead per fm., and we may expect to cut the lode of equal value, judging from appearances. In the 190: the stopes in back of this level, five in number, are yielding as follows:—No. 1, 8 cwt.; No. 2, 12 cwt.; No. 3, 8 and 4, 15 cwt.; and No. 5, 10 cwt. of lead per fm. The lode in the 190, driving north of the slide, is 2 feet wide, and will produce 5 cwt. of lead per fm.; the two stopes in the back will each yield 10 cwt. per fm.

TAVY CONSOLS.—Oct. 20: In the rise in the back of the 56 the lode is disordered by a floor of ground, or slide, crossing the rise which has disordered the lode, this will, we hope, prove to be near the junction of the north and south lodes, and we believe we are near an important change for the better. In the 46 east the lode is 4 ft. wide, composed of peach, quartz, muddle, and copper ore. The rise in the back of the 36 is as last reported; lode composed of quartz, peach, muddle, with ore, but not to value. In the 24, west of shaft, we are in the lode 7 or 8 ft. wide, no south wall, the lode is producing a quantity of muddle with stones of copper. In the tribute department we have no change to notice.

TEES SIDE.—R. Bray: The mine is about as last reported, but the breaking of a pump has been a great hindrance to us, and we shall be another week or more yet before we can work any ore. I have sent down to Alston on the 12th inst. 3 tons 4 cwt. of lead ore, for Messrs. Cockson and Co., which is all that we have ready.

TOLCARN.—Oct. 17: At Field's shaft, below the adit, the lode is 30 in. wide, consisting of gossan and spar. In the adit level west, on Field's lode, the lode is 6 in. wide, consisting of gossan and spar. The lode in the adit level east, on Field's lode, is 1 foot wide, yielding 1 1/2 tons of ore per fathom, and promising for further improvement. The ground in the cross-cut south of the adit is hard for driving; no lode or branch has yet been met with. The lode in the adit level west is 10 in. wide, worth 10 ft. per fm. We are stripping down in the adit east on the north branch; the lode is 18 in. wide, yielding 1 1/2 tons of ore per fm.

TREGARDON.—Capt. Goldworthy, Oct. 19: The deep adit end is without change since last reported on. No. 2 stopes is worth 1 1/2 cwt. of lead per fathom; No. 3 stopes is suspended for the time; these men are engaged in cutting the turn-out road for the second wagon. No. 4 stopes poor at present—worth 1 cwt. of lead per fathom. No. 5 stopes is worth 4 cwt. of lead per fathom. No. 6 stopes is worth 5 cwt. of lead per fathom. We are getting on as fast as possible with the dressing with our number of hands.

TRELOWETH.—T. Richards, Oct. 15: The lode at the engine-shaft sinking below the 110 is 10 feet wide, and will yield from 5 to 6 tons copper ore per fathom. In the winze sinking below the 110 east the lode is 6 feet wide, and will produce 4 tons copper ore per fathom. The lode in the 110, driving east, is 5 feet wide, and will yield 1 1/2 tons per fathom. The rise in the back of ditto will produce 2 tons per fathom. The lode in the 80, west of Woodfall's shaft, will yield 3 tons per fathom. In the winze sinking below the 70, west of Woodfall's shaft, the lode is 4 feet wide, and will produce about 2 1/2 tons per fathom.

TRELYON CONSOLS.—R. James, E. Pooley, Oct. 19: No change during the week. At Trelyon Lower Mine, no lode taken down.

TREWEATHA.—T. Richards, Wm. Rowe, Oct. 19: The engine-shaft is down 9 fms. 5 ft. below the 90. The new shaft, in the north ground, is down 1 1/2 fms. below the surface. During the past week we have put down another lift, and we now hope to make greater progress in sinking.

UNITED MINES (Tavistock).—J. Tucker, Oct. 19: Set the 48 to drive, first south then west, as directed, at 3 ft. per fm.; started the month; an end and stopes at the new level of the eastern cross-course, at 50s., started the month; this end is now saving work for tin, and a little copper—a promising lode; the wheeling, filling, and lading, and tramming all the stuff in the mine, at 10 ft. 10s.; on tribute—two pitches in the back of the 48, east of shaft, at 7s. and 8s. in 11, respectively. In the 36 two pitches, reset to six men, one to two men, at 11s. in 11, standard 55 ft. per ton. In the 28, two pitches reset, the one west of shaft at 12s., the other east at 13s. 4d., to two men; all these pitches are taken for two months. No alteration in the 18, as that pitch is taken for this month. We have now seven pitches working, by twenty men, and all yielding fair quantities of tin. The long practice system of getting down the stuff to the stamps is being put on by our own men, and our most sanguine expectations, and I believe we have arrived at a period to do that which the future will explain.

VALE OF TOWY.—A. Waters, T. Harvey, Oct. 18: Clay's shaftmen are still employed about the 30 ft. level; the ground has been broken, and the two lodes raised, and stronger timber than we had at first calculated upon. We shall put on with all possible dispatch, and commence the levels north and south at the earliest opportunity. Nothing done in the 70, south of the rise, since our last; the lode in the present end is 4 ft. wide, composed of barytes, gossan, and lead ore, worth of the latter 15 cwt. per fm. In the rise against Field's shaft the lode is 5 ft. wide, worth 15 cwt. of lead ore per fathom. Field's shaft, below the 60, being drained of water, the sinking will now be carried on without interruption, and we hope to effect a communication with the rise in course of next week; this shaft is going down in a good run of ore ground. In the 60, south of the above shaft, the lode is 20 in. wide—tribute ground. In the rise above this level the lode is 2 ft. wide, of splendid appearance, and worth 12 to 15 cwt. of lead ore per fathom; price for rising, 35s. per fathom. We have secured Nant 50, and purpose cutting pits in the 40, and level below. No change in the 70 north or south of Bonville's shaft, the men being engaged in bringing down skip-road, which is now complete to bottom. In the winze sinking below the 60, north of this shaft, the lode is improving in quality as we get down, and is now yielding good ore stuff. In the 60, north of said winze, the lode is 15 in. wide, worth 12 to 15 cwt. of lead ore per fathom. In the stopes in back of said level, north and south of No. 1 winze, the lode is of the same size and character as for some time past, and yielding about 1 ton of lead ore per fathom. The same remarks apply to the stopes in back of the 60, south of mid shaft. We find it injudicious to carry on the selection of barytes through our dressing pans, as all hands are at present fully employed in dispatch of lead stuff. We purpose, therefore, to put on men to stop the back of the 60, north of Field's shaft, where the ground is favourable for progress, and the barytes course large and of good quality. The stuff can be removed direct from the shaft to the wharf. The tribute department much as usual.

WEST BASSET.—W. Roberts, Oct. 18: In the 84, west of Percy's shaft, the lode has been cut through about 6 ft. behind the present end, where it is found to be 8 ft. wide, producing 6 tons of ore per fm., and leaving the back and bottom the same. We are now driving on the north part of the lode, which produces 3 tons of ore per fm.; the side of the level will be stopped after the north part is driven on a few fathoms further west. In the 84, driving east of the cross-cut from old skip-shaft, the lode continues 1 ft. wide, producing 2 tons of ore per fm. In other bargains good tribute ground is being opened.

WEST CARADON.—F. Pryor: In the 90, on Pope's lode, we have good stones of ore, and every appearance of a great change for the better. In a winze sinking on Vivian's lode, in the 38, we have a course of ore worth full 4 tons per fm. The 10 is not so good as last reported. The 17 is worth from 30 ft. to 40 ft. per fm. The 27 is daily improving. On the whole, the mine never looked better. We have now ready 325 tons of ore. Our sampling will be from 340 to 350 tons, of the usual quality.

WEST ROSEWARNE.—W. Richards, Oct. 16: The engine-shaft being down to the 70, I have set six men to drive north to cut the lodes, at 8 ft. per fm.; and as there are branches coming in from the south, I have set a cross-cut to drive in that direction.

WEST SNAILBEACH.—T. Richards, Oct. 20: We are sending off the barytes to Welshpool, and we shall be able, by taking advantage of the back carriage, to get our coal from this time at 2s. a ton less than heretofore.

WEST SHARP TOR.—W. Richards, Oct. 17: The part of the lode now being cut into No. 2 cross-cut in the 125 east is chiefly capel and quartz, spotted with ore. The ground in Morris's engine-shaft is changed from red to grey elvan, and is somewhat worse for progress at present; the part of the lode carried yields some rich ore occasionally. The 110 west is suspended for the time, and the men are put to drive a cross-cut south to prove the lode at that point. The 70 west has been extended 3 fathoms in the past month; the ground in the present end is chiefly elvan; the small part of the lode carried is composed of capel, quartz, peach, muddle, and small veins of rich copper ore. Enclosed I beg to hand you a copy of setting for the current month and pay-sheet for the month of September.

WEST TOLVADEN.—C. Thomas, Oct. 19: The lode in the 20 end is still better than when last reported, and I believe we are close to the shoot of ore ground seen in the sink on the beach. We have been driving by the side of the lode, which we shall now take down, and then I shall be able to report its size and value. The produce of our last parcel of ore was 2 1/4 per cent.

WEST WHEAL TREVELYAN.—G. R. Odgers, J. D. Osborn, Oct. 15: In the 38 we are driving by the side of the lode in the eastern and western ends; in the former end we are carrying about 18 in. of the lode, in which we find sprigs of malleable and grey ore. In the 28, west of Cater's engine-shaft, we have cut through the lode, where it is 5 ft. wide, composed of quartz and iron, with stones of ore, and looking more kindly than any of the upper levels at the same distance from the shaft. In the stopes below the 20 the lode is from 18 in. to 2 ft. wide, composed of prinn with grey and black ore, worth from 4 ft. to 5 ft. per fm. In the 20 west we have driven since we discovered the ore 13 ft., in which distance we have taken down the lode for 5 ft. in height, and we calculate we have broken 7 tons of ore; there is from 4 to 5 tons in the slide, which is worth from 10 ft. to 120 ft., and there are good bunches of ore standing north in the back a cross-cut of the 20, which, if it continues, will be worth every fathom of 100 ft. per fathom; it is the best bunch of ore we have seen for years, and the lode in the present end is disordered by a cross branch, but to-day we broke through it, from which we have broken some good stones of grey ore; hence we think, after desling the lode another 6 ft. before we take it down, that it will become more settled, when we hope to meet with similar results as we found to the east of the cross branch. There is no alteration in the 10. We are busily engaged about the dressing, and we calculate we have 11 tons of ore at the surface.

WHEAL ADDAMS.—H. Harvey, Oct. 19: The engine-shaft is cleared and secured 6 fms. below the 50. The 50 north is suspended for a short time, and the men are engaged in driving a cross-cut east to intersect the eastern lode.

WHEAL AGAR.—William Roberts, Oct. 18: In Windstow engine-shaft the lode continues 1 1/2 ft. wide, producing stones of good ore. In the 60, driving east of shaft, the lode is 2 1/2 ft. wide, with ore, but not to value. The men are engaged in the menenging to the western part have been employed at surface making engine-pits, and gaining things in order to work the whinn-engine, which we hope to accomplish by the latter part of this week.

WHEAL AMERY.—H. Harvey, Oct. 19: We have suspended the costeaning, and the men are now engaged in driving the adit level north on the flonkan, towards the lodes we cut in costeaning; these lodes present a very kindly appearance, and I have no doubt of their proving productive, being in beautiful strata of ground, and out of the influence of the hard elvan course that traverses the south part of the set.

WHEAL ARTHUR.—E. C. Harpur, Thomas Carpenter, Oct. 18: We have nothing of importance to inform you on the present occasion in any part of the mine.—Calstock Consols Lode: The ground in the 10 fm. level, west of the engine-shaft, is a little softer than it has been for driving through; the lode is still small, carrying some stones of ore, letting out a quantity of water. The same level east is much the same as last reported.—Great South Lode: The stopes in back of adit west is at present slightly disordered, but will, we hope, assume its regular course again in a short time. In the adit end east the lode is about 10 in. wide, composed of spar, prinn, muddle, and copper ore, a very kindly lode indeed, and will, we have every reason to hope, be long further improve.

WHEAL BASSETT AND GRYLLS.—J. B. Wilkin, W. Harris, Oct. 15: During the past month Roberts's engine-shaft has been sunk 1 fm. 1 ft. 4 in. The Wheal North lode is now coming into the shaft, but has not been cut through; the shaft will now be sunk on the course of this lode until it intersects the main lode—sinking by eight men at 40 ft. per fathom. The 32, east of Roberts's, has been driven 1 fm. 3 ft. 2 in.; lode varying in value from 15 ft. to 20 ft. per fm., now driven by six men, at 12 ft. per fm.; the same level has been set to drive by six men, at 7 ft. per fm.; the rise from the back of this level has been communicated to the level above, thereby affording ventilation to the tribute pitches in this level. The cross-cut south in the 22 has been driven 1 fm. 3 ft. 6 in., leaving about 2 fms. 3 ft. to intersect the Red Lode. The cross-cut north has been driven 2 fms. 1 ft. 6 in.—now driven by six men, at 10 ft. per fm. The 22 has been driven west 2 fms. 1 ft. 6 in., the last 3 fms. of which has been in the cross-course—driving by four men, at 2 ft. per fm. The 22 east has been driven 2 fms. 0 ft. 6 in., lode poor—driving by four men, at 5 ft. 10s. per fm. Julian's shaft has been cleared to bottom, and the 12, east of it, is now set to four men, at 2 ft. per fm., and 10s. tribute. Wheal Cook will have been cleared several fathoms, and will be continued by four men. The steam-whinn has been removed, and will shortly be set to draw from Roberts's shaft. Preparations are

WHEAL MARY GREAT CONSOLS.—T. Richards, Oct. 17: The 110 is extended west from the engine-shaft about 6 ft.; the ground here is for the present rather slow of progress, being much mixed with hard quartz, but from present appearances a change for the better may be expected shortly. The 55 west is more promising in its general character, containing more ore, and the ground of a more favourable description. In the 75 west we are at present driving by the side of the lode. The stopes behind this end will produce from 1½ to 2 tons of ore per fm. In the 67 west the lode is large, producing some good stones of ore, and promising improvement. The lode in the 58 west has a very great probability that this end is near a course of ore. There is no alteration at Mitchell's shaft; the late heavy rains prevent going deeper until dry weather again sets in. In the Shillihill adit we have extended westward on the course of the lode lately intersected about 5 fathoms; it has a very good appearance, being about 1 ft. wide, producing cupel, quartz, and mangle, intermixed with some rich black, grey, and yellow copper ore. The pitches continue to produce about the same quantities of ore. The machinery and works throughout the mine are going on well.

WHEAL TEHIDY.—J. Pope, Oct. 19: In the 70 east, on the causer lode, the lode is 10 in. wide, producing ½ ton of copper ore per fathom, with a very kindly appearance. In the 70 west, on the causer lode, the lode is 6 in. wide, producing good stones of ore. In the 60 east the lode is small, and unproductive. In the mine sinking below the 60, on the causer lode, the lode is 15 in. wide, and will produce ½ ton of copper per fathom. In the 60 cross-cut south nothing new since last reported.

WHEAL TREFUSIS.—Z. Curke, Oct. 20: In the 67, east of engine-shaft, is 1½ ft. wide, composed of spar, flint, with stones of copper ore. The 67 east, on north branch, is about 4 in. wide, yielding good stones of yellow ore, and letting out water, which is a good indication of a large lode before us. In the 55, east of Nichol's shaft, we are cross-cutting the lode; it is now about 10 ft. wide, and have not seen the north wall as yet. In the 42 south we are still driving to intersect the south lode. The tribute pitches are yielding a quantity of stuff. We have 20 men working on tribute varying from 5s. to 15s. in 17. We sold on the 18th inst. black tin to the amount of 338s., and we expect a parcel of tin for sale about the end of the present month.

WHEAL TRELAWNY.—Wm. Jenkin, Wm. Bryant, T. Grenfell, Oct. 20: Smith's shaftmen will by the end of the present week have finished cutting the pit at the 162. The lode in the 162, north of Smith's shaft, is 2½ ft. wide, producing 7 cwt. of lead per fm.; in same level south it is 1½ ft. wide, producing 5 cwt. of lead per fm. The lode in the 142 north is 2 ft. wide, producing 7 cwt. of lead per fm.; in the same level south it is 3 ft. wide, producing 10 cwt. of lead per fm. Chippendale's shaft is sunk 3 fms. 5 ft. under the 162, the lode in which is 2 ft. wide, producing 5 cwt. of lead per fm. The lode in this level, north of this shaft, is 2 ft. wide, producing 6 cwt. of lead per fathom. —South Mine: The lode in the 152, south of Trelawny's shaft, is 2 ft. wide, producing 2 cwt. of lead per fm. In the 142 south it is 3 ft. wide, producing 4 cwt. of lead per fm.; in the same level north the men are still engaged in cutting through the lode, which is very wet and troublesome. The lode in the 130 north is 2 ft. wide, producing a little ore. The lode in the rise in the back of the 107 north is 2 ft. wide, producing stones of ore. The stopes and pitches are producing much as usual.

WHEAL UNION.—Thomas Glanville, Oct. 19: The mine is looking much the same as reported last week. Our sale of tin ore on Monday last realised 974. 4s. 10d.

WHEAL UNITY CONSOLS.—Wm. H. Reynolds, Oct. 15: The 65 is extended 9 or 10 feet east and west of the flat-rod shaft, and I am glad to have to inform you that the lode, which was a little disordered, at the bottom of the shaft is again worth from 12s. to 14s. per fm. in each end, and still improving. This has been about its average value from the 55 down to the 65, and the ground being good we are of course opening good paying ground. In the 55 east the lode is 4 ft. wide, and ore, but not to value. The lode in the 30, east of shaft, is 2 ft. wide, and worth from 12s. to 20s. per fm. The lode in the rise is not taken down since last report. We shall sample on Tuesday week 35 or 36 tons of copper ore of the usual quality, and in two or three months the ore ground now laying open will be available, and the returns increased. It only requires a little time to lay open the mine into a paying state.

WHEAL WREY.—P. Clymo, W. Hancock, R. Roskilly, Oct. 19: The engine-shaft is sunk 12 fms. 2 ft. under the 84. The lode in the 84 north is 4 ft. wide, producing ½ ton of lead per fm.; in the same level south it is 3 feet wide, producing 9 cwt. of lead per fm., and good ground for exploring. In the 74 north it is 3½ ft. wide, producing 4 cwt. of lead per fm.; in the same level south it is 3 feet wide, producing 4 cwt. of lead per fm. In the 64 north it is 2 ft. wide, producing 6 cwt. of lead per fm.; in the same level south it is 2½ feet wide, producing 8 cwt. of lead per fm. In the 54 north it is 3 ft. wide, producing 2 cwt. of lead per fm. The stopes and pitches are producing much as usual. We sampled, on the 14th inst., a parcel of lead ore, computed 42 tons, to be sold on the 21st.

WHITFORD.—W. Sandoe, Oct. 19: I am sorry that I am not in a position to give you any information respecting the east and west lode in the bottom level at the engine-shaft. During the short time the water has been in the mine it has done much damage to the level; the east side of it being shale and rather soft, the water has brought much of it down, which we are at present, both night and day, busily engaged clearing and repairing, and hope to complete the level in two or three days. I was obliged to put the two men from the new surface-shaft to assist in clearing and repairing this level for a short time.

WILLOW BANK.—W. Paull, Oct. 18: Saturday last was our pay and usual settling-day; but I am sorry to say that our ponds have again run dry, consequently there was nothing to set. Our men are now engaged in preparing the embankment of the upper pond, which has last good of water started from its place, and also cleaning up the bottom of it. Our underground departments are much the same as for some time past. The 40 east is spotted with copper and lead ore; the lode is about 3 ft. wide.

YARNER.—J. Medlin, Oct. 14: I have a fine branch of ore in the 30 end west, which will yield 1½ ton of ore to a fathom, and of a better quality than the ore we get in the 20, but I am sorry to say that both ends in 20 are poor, whilst the back is looking well. The ground in the 30 pit is of a beautiful congenial nature, and the branches carry gossan at this depth, which is nearly 40 fathoms from surface. I do think there will be good discoveries made here before we reach the 30. There is no change to notice in the adit. We are making good progress with the excavations for the new wheel.

SOUTH AUSTRALIAN COPPER MINES WORKED BY LONDON COMPANIES.—Our correspondent has furnished us with detailed accounts respecting the progress of these mines, in the development of which increased interest is taken in the colony.

THE KAPUNDA.—This mine is now virtually under the management of Capt. Bagot and Mr. Oldham, the late manager, having left the colony. A splendid lode has been cut, the ore from which is richer than usual, and which promises to add largely to the present yield. The operations at the various points of the mine, and at the settling-works, are being actively carried out. This property, has from the commencement of its development laboured under the great disadvantage of want of capital, some 5000l., in fact, having only really been available out of the nominal capital of the company of 78,000l.; the local banks having from time to time made the necessary advances to carry on the works, the paid interest on which has nearly exhausted the profits. No doubt the great obstacle which has prevented the company from converting its shares into capital has been the fact of its being an unlimited association.

BON ACCORD.—At this mine little has been done up to the present period tending to confirm the expectations held out by its projectors. The principal hope of success was its proximity to the great Barroo. For some weeks past no actual progress has been made in sinking the various shafts deeper, the assistance of the new and powerful engine is requisite before the works can further progress; but some few weeks only will elapse ere this desirable object is obtained.

NORTH RHINE.—Capt. Bagot and Mr. Oldham, of the Kapunda Mine, have recently inspected the workings on this property. Rumours are current that exceptions were taken to the position of the shafts sunk by the direction of a former superintendent. These gentlemen report most favourably of the prospects of the undertaking. An engine-shaft is ordered to be sunk, and an engine erected at once. The Government contemplates affording postal communication from Angaston to the vicinity of these mines.

BREMER.—This mine is being worked under the management of Mr. Hallett. The lode continues an average yield; the smelting-works are not yet in full operation. Doubts are expressed here as to whether it is politic to incur the cost of purchasing the smelting-works, if not premature, considering the present yield of ore, and the easy distance to a place of shipment.

Respecting **CHAMBERS'S MINES**, the Government have arranged the difficulties attending the technical errors in the various mineral leases. Many here complain of Messrs. Chambers and Finkie in not establishing a local company to work these extensive mines, or disposing of them to the Barroo Barroo Company, which, it is reported, made a very handsome offer for the same, and on their offer being refused, dispatched one of their captains to the locality, in order to secure one or two mineral sections. This company have since applied for two leases of mineral sections, not far distant from those of Chambers's, but there is no doubt that Messrs. Chambers and Finkie have secured the whole of the really valuable mines in that immediate locality.

NEW MINING EXCHANGE.—At No. 22, Threadneedle-street, a capacious room, on the ground-floor, has been this day taken for the New Mining Exchange, and will be opened in a few days, or a week, for business. The number of subscribers at present is about forty, and it is expected to consist in the end of about sixty members, at 5l. per annum each, or 300l. Rent of room, 150l.; furniture, 30l.; pace, &c., up to 200l.; leaving 100l. for contingencies, one of which may be reports by agents attached to the Exchange on new mines, so as to give them a stamp of authority. Mr. Wm. Lelean will be the lessee, and there will be two treasurers. A banking account is opened with the City Bank, to whom the property belongs, and one year's rent will be paid in advance.

SPARGO'S NEW RAISED MODEL MAP OF CORNWALL.—This arduous undertaking progresses most satisfactorily, and already affords proof of its being one of the most practical and beneficial efforts that even the present era, fertile as it has been in improvement, has conferred on Cornish mining. The model (for such it really is), as far as completed, has been pronounced by persons well acquainted with the place, and its peculiar localities, to be all that can be desired, and to afford a better guide of the general aspect of the county and its varied mineral veins than any actual examination could possibly convey, whilst to the tourist a study of the model would so simplify his labours of exploration that the task would be accomplished without a tithe of the difficulty an utter stranger must naturally encounter on his first visit to so difficult a subject as Cornwall and its mines. In this elaborate work, not only are the various hills shown, but their actual characteristics displayed in form and colour. To public institutions and lecture-rooms the model will become a *visuæ non*, to every mining office as necessary as the writing-table, and to the geologist an actual book of reference. We predict an extensive sale for this map, which, indeed, it must have, to cover the cost of production, as all the talent at command has been secured. In addition to Mr. Spargo's individual exertions and experience, no trouble or expense has been spared by him to maintain the distinguished position he holds in the scientific and mining community.

HANDBOOK OF GEOLOGICAL TERMS AND GEOLOGY.—Mr. David Page, whose Text Books on Geology are already favourably known to the public, has just completed an elaborate work, which he designates by the above unassuming title; it is, in fact, an encyclopædia of the subject of which it treats condensed into a portable form. The work is at once a geological dictionary, a glossary of mining terms, and a geologist's classical assistant—the geological substances being described in the most concise manner, the mining terms explained, and the inflections of the barbarous Latin (?) adjectives, such as *Sedgewicki*, *Waterhousei*, *Albionensis*, &c., given. The book will be sold extremely well, and the geologist at a loss for the orthography of a word, and will, doubtless, have the effect of inducing many who have hitherto prevented from studying geology, owing to its technicalities, to commence. Messrs. Blackwood and Sons are the publishers, which is a sufficient guarantee that the work is well and carefully printed, whilst the price (6s.) will give every student the opportunity of acquiring it.

* With this week's MINING JOURNAL we give a SUPPLEMENTAL SHEET, which contains:—Mineral Wealth of New Zealand: "Geology of the Province of Auckland," by Dr. F. Hochstetter.—Mines and Mining Districts of West Cornwall: No. I.—Geological Notes on some Mineral Districts of Spain, by "Julius;" No. II.—Limestone in the Neighbourhood of Dolgelly.—Magnetic Variations, by W. Rickard.—Miners' Provident Association.—Miners' Institution for Cornwall and Devon.—Manufacture of Iron: Choice of Mill Managers.—Reduction of Poor Copper Ores.—Boring Shafts in the Quicksands of the Rhine: Novel Machinery Used.—Bristol Mining School: M. Fryar's Letter of Resignation.—Dividends Paid by British and Irish Mines, from Murchison's "Mining Review."—Libotte's Miners' Safety Apparatus.

* With the MINING JOURNAL of October 1 was given a SUPPLEMENT, which contains:—Geological Rambles through the Mining Districts of South Devon—No. V.; Mining Prospects of the West of Ireland—No. VI.; The War Department Experiments on Iron; Colliery Inspection.—The Reports; New Theory of the Solar System; The Westphalian Coal Fields—Size, Importance, and Geological Character—its Mines, Miners, and Capitalists; Sale of Mineral Property and Land in America; The English in Brazil—St. John del Rey Mining Company, Morro Velho; Self-Acting Machinery; Railway Breaks, &c.

The Mining Market; Prices of Metals, Ores, &c.

METAL MARKET—LONDON, October 21, 1859.

COPPER.	£ s. d.	BRASS.	Per lb.
Copper wire	0 12 —	Sheets	10 1/2d.—11 1/2d.
ditto tubes	0 12 1/2—0 1 3/4	Wire	10 1/2d.—
Sheeting & bolts ..	0 10 —	Tubes	12 1/2d.—13d.
Bottoms	0 10 1/2 —	FOREIGN STEEL.	
Old (Exchange)	0 10 1/2 —	Swedish, in kegs (rolled) ..	17 10 —
Best selected	110 10 —	(hammered) ..	19 0—19 10 0
Tough cake	107 10 —	Do, in bags ..	21 0 —
Tile	107 10 —	English, Spring ..	18 0—23 0 0
Burna Burna	109 10—0 110 0 0	Bessemer's, Engineers Tool ..	44 0 —
IRON.		Do, Spindle ..	30 0 —
Bars, Welsh, in London ..	6 15 0—7 0 0	QUICKSILVER ..	7 0 0 p. bottle
Do, to arrive ..	6 12 6 —	SPELTER.	
Nail rods ..	7 7 6—7 10 0	Foreign ..	20 17 6—21 0 0
Do, Stafford, in London ..	7 15 0—9 0 0	To arrive ..	21 0—21 5 0
Bars ..	8 5 0—9 10 0	SING.	
Hoops ..	9 0 0—9 15 0	In sheets ..	27 0—28 0 0
Sheets, single ..	9 5 0—10 10 0	TIN.	
Pig, No. 1, in Wales ..	3 15 0—4 15 0	English, blocks ..	136 0 0—
Refined metal, ditto ..	4 10 0—5 0 0	Do, Bars (in barrels) ..	137 0 —
Bars, common, ditto ..	5 15 0—6 5 0	Do, refined ..	139 0 —
Do, merchant, in Tees ..	6 10 0—6 15 0	Do, refined ..	142 0 —
Do, railway, in Wales ..	5 15 0—6 5 0	Banca ..	142 0 —
Do, Swed. in London ..	11 10—0 14 0 0	Straits ..	135 0—137 0 0
To arrive ..	12 5 0 —	TIN-PLATES.	
Pig, No. 1, in Clyde ..	3 11 6—3 12 6	IC Charcoal, 1st qual. p. bx. ..	1 11 6—1 13 6
Do, f.o.b. in Tees ..	2 10 0—2 11 0	IC Ditto 1st quality ..	1 17 6—1 19 6
Do, f.o.b. in Tees ..	2 8 0—2 10 0	IC Ditto 2d quality ..	1 9 6—1 11 0
Staffordshire Forge Pig ..	3 10 0—3 12 6	IC Ditto 3d quality ..	1 15 6—1 17 0
Welsh Forge Pig ..	— — —	IC Coke ..	1 6 0 —
LEAD.		IC Ditto ..	1 12 0 —
English Pig ..	21 15 0—23 5 0	Canada plates ..	13 0—13 10 0
Do, sheet ..	22 15 0—24 0 0	In London; 30s. less at the works ..	— — —
Do, red lead ..	25 15 0—26 0 0	Yellow Metal Sheathing ..	p. lb. 10d.
Do, white ..	25 0 0—31 0 0	Indian Charcoal Pig ..	— — 6 10 0
Do, patent shot ..	30 0 0—25 10 0	In London ..	— — —
Spanish ..	21 10 0 —	At the works, 1s. to 1s. 6d. per box less.	— — —

REMARKS.—A good business has been transacted in our market, buyers having effected their purchases more freely, at current quotations. The demand, however, is not of that satisfactory character that seems likely to continue for any length of time, but will, doubtless, prove sufficient to carry us through a dull season, probably without making any material alteration in present prices.

COPPER.—A large quantity, both of manufactured and unmanufactured, has been sold during the past week, and there is decidedly a better tone in our market than for some time past; it is pretty clear of second-hand parcels, and difficulty is experienced in procuring anything under fixed rates. The standard on Thursday last further advanced, which will, of course, still tend to stiffen prices.

IRON.—Rails are quiet, without change in value. Merchant bars are nominally the same as last quoted, but quotations are somewhat in favour of buyers. The Staffordshire descriptions are inactive, at former rates. Swedish bars—large arrivals with little demand; sales at various prices, according to specification, at 10s. 15s. to 14s. 10s. Scotch pigs remain steady, at 52s., m.n., g.m.b., f.o.b. in Glasgow.

LEAD.—The present enquiries are limited to a few small shipping orders and home consumption.

SPELTER.—Further transactions are reported at 20s. 15s. to 21s., small plates. To arrive, sales have also been made at 21s. to 21s. 5s. Importers are holding for higher rates.

TIN.—English is neglected. Foreign dull. A small lot of Straits sold at 135s.—**TIN-PLATES.**—Makers are inclined to make slight concessions rather than allow orders to escape them.

STEEL.—Swedish keg can be obtained at 19s.

LIVERPOOL, Oct. 20.—There is no striking feature to record in our market, which is still characterised by the same listless feeling; the orders received by the last mail from India and China being very small, and the American demand comparatively trifling, therefore no material change in prices can be noted; and while the inactivity previously reported continues, it would be superfluous to mention each leading article of the trade separately. It may be considered worthy of passing allusion, that in a neighbouring market, Manchester, advantageously situated for the delivery of North Staffordshire iron, and of which there has been hitherto a large consumption, bar-iron, of East coast manufacture, say, from Stockton on Tees, is being introduced, at 5s. per ton lower price, and this in spite of a great drawback in the shape of a higher rate of freight by 10s. per ton. This competition is destined to change the aspect of the trade very sensibly in various districts of Lancashire, and a parallel may be found in the fact of Cleveland pig-iron having in many cases entirely supplanted Scotch lately. In the latter-named article more business has been done in warrants; and the price has receded to 51s. 9d., cash, f.o.b. in the Clyde, with very little enquiry for shipment on the spot. Shipments, 9883 tons this week, against 8469 tons in the corresponding period of last year. The following are the quotations:—Iron: Welsh bars, 6s. 5s. to 6s. 7d. to arrive, 6d. 10s. ex warehouse; Staffordshire, best bars, 7s. 10s. to 8s. 5s., according to quality; nail rods, 7s. 2s. 6d. to 7s. 7s. 6d.; hoops, 8s. 10s. to 9s. 5s.; sheets, 9s. to 9s. 10s.; Scotch pig-iron, No. 1, g.m.b., 61s. per ton.—Copper: Cake and tile, 107s. 10s. per ton; sheeting, 1s. per lb.—Lead: Pig, 21s. 15s. to 22s.; sheet, 22s. 10s.; shot, 25s. per ton.—Tin: Common, 136s.; refined, 139s. per ton.—Tin-plates: IC coke, 25s. to 27s.; charcoal, 31s. 6d. to 32s. 6d. per box, delivered f.o.b. here, usual terms.

VALPARAISO, Aug. 31.—Milan steel in demand; no arrivals. Swedish ditto held for advance. Quicksilver steady. Coal very scarce, and demand urgent for the furnaces on the north. Copper in bars, 81s. 50c. to 81s., but at these prices the sales are very moderate, as sellers prefer holding out for an advance. Silver in bars sold at 810 50c. to 810 56c., but the latter price has not been maintained; last price, 810 55c. It is announced that near the port of Paita rich coal mines have been discovered, and that, so far as at present explored, the coal promises to be of good quality, and abundant in quantity.

THE TIN TRADE.—Under date Oct. 19, Mr. L. H. van Houten (Rotterdam) writes:—"Since my last report, dated the 12th inst., the price of Banca tin has fluctuated; at first it gradually gave way, and the holders offered in vain at 82 1/2, without buyers thereof. Within the last few days, however, the market has gradually strengthened; several orders came to hand and were executed, and to-day there was a good demand, and 81 1/2 was refused for large quantities, the holders being firm, and refusing to sell under 82 1/2, at which price, however, not much is offered. The new stock for the next sale in 1860 is to-day 49,706 slabs, of which 6255 slabs were imported since my last report. Several lots have been taken from the stock on warrant and shipped.

The imports of metals, metallic ores, and minerals identified with mining into the port of London since our last report have been—Copper: 2 casks; 3 cases from Sydney; 14 packages from Port Beaufort; 27 packages from Odessa; 180 ingots from Hamburg. Copper Ore: 157 bags from Sydney; 70 tons from Auckland. Iron: 6164 bars from Soderhamn; 6600 bars from Gothenburg; 9464 bars from Gelfe; 217 bars from Malaga. Steel: 111 bundles from Sydney. Lead: 2057 pigs from Faro; 982 bars from Malaga. Spelter: 9629 plates from Stettin;

156 sheets, 53 casks from Antwerp. Zinc: 10 cwt. from Algoa Bay. Quicksilver: 4000 flasks from Cadiz. Brimstone: 210 tons from Girgenti; 217 tons from Catania. Plumbago: 36 barrels from Colombo; and 93 casks from Hamburg. Saltpetre: 4736 bags from Calcutta; 59 bags from Algoa Bay.

During the week antimony ore has been done privately at 17s. 6d., which is fully 12 per cent. below the prices ruling at the corresponding period of last year; crude antimony has been done at 43s., also lower, but not to the same extent; regulus and French star is quoted at 50s. The saltpetre market is dull, and prices remain unaltered, except for fine quality, of which the latest sale was 6d. per cwt. less money, ref. 3½ per cent. only obtaining 36s. 9d. cash. Privately about 3500 bags have changed hands, mostly ref. 11 to 10 per cent., at 33s. 6d.; a portion of 7 to 5 per cent. and under, went at 36s. 6d., and yesterday, 3½ per cent., at 36s. 9d. per cwt. At auction, 356 bags Bombay were disposed of, at 23s. 6d. for low brown, ref. 6½ per cent., 25s. for ref. 4s. and 26s. 6d. for ref. 3½ per cent. English refined continues in request, at previous prices. The present stock is 3633 tons, against 2267 tons at the corresponding period of last year. Corn emery has been done at 25s., and flour at 12s. 6d. German plumbago is quoted 7s. 6d.; and Spanish, 8s. Other substances usually quoted in this place remain as last reported.

The settlement of the fortnightly account in the MINING SHARE MARKET, on Monday, was again very heavy, and so far as we can learn, has passed off satisfactorily, though in some cases, money was more abundant than stock. During the week a good business has been done, particularly in progressive mines, but not, perhaps, to that extent in dividend mines which we had to report upon in our last. Wheal Clifford, West Caradon, West Trevelyan, East Caradon, East Carn Brea, North Downs, Herodsfoot, United Mines, North Crofty, Marke Valley, Providence Mines, Wheal Margaret, Great Wheal Fortune, Tamar Consols, Wheal Grenville, East Wheal Grenville, Rosewarne, Trelawny, North Frances, East Russell, and a few others, have been mostly in demand. Great Wheal Fortune, which a few months ago were 10s. per share, have advanced to 17½, 20, owing, we understand, to a good discovery on the Carnmeal lode, in the 36 fm. level, worth 200l. per fathom. East Caradon have had a good rise, and became in great demand on Thursday, when a telegram was received that Simmonds's lode had been cut good; the shares leave off 4½ to 4½. East Carn Brea, also, rose on Thursday to 5½, but leave off at 4½ to 4½; this rise was owing to a telegram of an improvement in the shaft, where a branch of ore, 6 in. wide, on the south part of the shaft, which appears to be dropping into the main part of the lode, and which the agent thinks will lead to a deposit of ore. At the meeting a call of 4s. per share was made. United Mines shares, about a week or ten days ago, were offered at 70, without finding buyers, a report having been circulated, we understand, that the mine was about to stop; a discovery, however, has been made, and shares have advanced to 115, 125. Camborne Vein in good request at 25s. to 27s. 6d. Wheal Clifford have advanced to 28s. 29s. ex div.; at the meeting, on Wednesday, the accounts showed a profit on Aug. and September months of 3250l. 1s. 1d., and a dividend of 6l. 10s. per share (3250l.) was declared, leaving 9l. 16s. 1d. in hand; for the next account, the ore to be credited will be from 800l. to 1000l. more than in the present (8924l. 10s. 1d.); the mine is looking particularly well, and likely to increase the dividends considerably. Carn Brea, 80 to 85; Cook's Kitchen, 11½ to 12½; Craddock Moor, 37 to 39. Marke Valley have been enquired for, and business done at 3 to 3½; the mine has improved on Marke's lode, which in the upper levels was poor, but has lately been cut in the 90 in granite; the lode has been driven on 4 or 5 fathoms, worth 40l. per fm.; this lode is parallel to the Rosedown lode, and about 8 or 9 fathoms south of it, and is looked upon as a valuable discovery. The Rosedown lode has also improved in the 90, and worth 2 tons of copper ore per fm. West Trevelyan have been in good demand all the week, and shares difficult to get; the price leaves off 9 to 10. The agent's report in Monday stated that 13 feet had been driven on the discovery in the 20 west, and 11 tons of rich ore, worth most of it from 20l. to 30l. per ton, in course of dressing; in the back and bottom of this level there was a good bunch of ore standing, worth 100l. per fm.; the cross branch which had disordered the lode, and to which we referred in our last, has been cut through, and good stones of grey ore again in the lode. In the 28, not yet under the 20, the lode has been cut through 5 feet wide, consisting of quartz, iron, and stones of ore, looking better than the 20 did at the same distance from the shaft; it will thus be seen that a better discovery has been made for some time. Calvadnock, 14; the mine is looking better, and the north lode has lately been cut good. Wheal Margaret, 54 to 56; an improvement has taken place in the 100, where the lode is 4 feet wide, good work. West Caradon has declined to 150 to 152½, sellers; but on Friday became more in demand, and left off 155 to 160. Dale shares, 17s. 6d. to 18s. 6d.; West Wheal Margaret, 25s. to 27s. 6d.; Drake Walls, 30s. to 35s.; East Gunnis Lake and South Bedford, 24 to 24½; Bedford United, 7½ to 7½; East Wheal Grenville, 10s. 6d. to 11s. 6d.; Great Alfred, 30s. to 32s. 6d., and a good business done; at the meeting a call of 2s. 6d. per share was made. Stray Park, 18½ to 19½, call paid; at the meeting a call of 2l. per share was made, the loss on four months having been 10627 9s. 7d. In the 160, west of cross-cut, the lode is worth 30l. per fm.; in the 150 east, the south lode is expected to be cut in about six weeks; in about a month 300l. worth of copper will be sold. West Stray Park, 5½ to 6½, with the call of 12s. 6d. per share paid. North Crofty have advanced, as we hinted last week, to 10½, 11. Wheal Buller have advanced to 100, 110, and in good request. Gonamena, 10 to 11, and in demand, but few sellers. East Russell have kept firm at 9 to 9½, and a good business done; the lode is said to have improved in the rise, which will soon be communicated with the winze, and when this has been done, levels will be commenced in about the 76 or 78, and driving also commenced in the 88. Grumbler and St. Aubyn, 4½ to 50; Herodsfoot, 18 to 19, and more business doing. Tamar Consols, 2½ to 3; Vale of Towy, 14s. to 15s.; Great South Tolgus, 18½ to 14; Hingston Down, 4½ to 5. Holmbush, 25s. to 30s., in good demand; a call of 4s. per share was made. Wheal Grenville have been in good request, and leave off 3½ to 4½; since Monday's report, the 80 west has improved to 1 ton per fathom, and a winze below the 66 fm. level 1 ton; 35 tons of good quality ore have been sampled. North Downs, 12½ to 13½; the lode in the 40 continues to be worth 80l. per fathom, and the pump-winze 30l. per fm. Tolcarne, 30s. to 31s., and business doing. North Bury, 6 to 6½. Great Wheal Bury, 3 to 4, and in great request. East Basset shares, 165 to 170, but not quite so firm. Pendeen Consols, 3 to 3½. Alfred Consols shares, 4½ to 5. Wheal Unity, 19s. to 21s.; the mine continues to improve almost daily. On Aug. 6, we referred to two important points to come off—cutting the lode at the 30 in the eastern mine; and the other at the flat-rod shaft, when driving would be commenced at the 65. These points having come off, the last report shows the 30 east worth 15l. to 20l. per fathom, and the pitches set in the back at 6s. 8d. in 17. In the 65, west of flat-rod shaft, the lode is worth from 12l. to 14l. per fm., and east worth 20l. per fm., and laying open ore ground, so that the mine may be making good profits in three or four months. Wheal Harriett, 21s. to 23s.; in the 100 fm. level east the lode is yielding 3 tons per fm. Lady Bertha, 20s. to 22s. 6d.; North Frances, 6 to 6½; North Robert, 3 to 3½; Providence Mines, 50 to 55; Rosewarne United, 39 to 41; South Caradon, 230 to 235; South Carn Brea, 2½ to 3; South Frances, 140 to 145; Tolvadden, 4½; Wheal Edward, 25s. to 27s. 6d.; Wheal Basset, 18½ to 19½; Wheal Lelant, 12 to 13; Wheal Lelant, 3½ to 3½; Wheal Mary Ann, 32½ to 35; Wheal Trelawny, 28 to 29. Wheal Wrey have become in request, at 2½ to 3. Trelawny have been flatter, at 2½ to 4½, from the absence of buyers, however, more than from any falling off in the mine. West Basset, 29 to 31; West Seton, 385 to 395; North Basset, 7½ to 8½; Tincroft, 4½ to 5. Kelly Bray, 3½ to 3½; the sale of copper ore 162 tons, realised on Thursday 832l., which we are informed leaves 300l. profit for the month of September. Wheal Arthur, 12s. to 13s.; this mine has improved in Calstock Consols lode, in the 10 west, and also on the great south lode. Wheal Crebor, 4½ to 5; at the meeting a call of 2s. per share was made, and a long report presented, showing how energetically the present company had been prosecuting the works at Cook's shaft, and that two or three points were in prospect of great interest and importance. St. Day United, 22s. to 24s.; Wendron Consols, 42½ to 45.

On the Stock Exchange, a large amount of business in Mining Shares has been transacted during the week. The following prices are officially recorded in British Mining Shares:—East Basset, 172½, 173, 170, 1

fallen upon the different abortive schemes to which this district has given birth, nor shall we raise it further than to take one peep at the unquestionable and admitted causes of the failure in which they resulted; and, in taking warning from them, to gather the hope and confidence which we unhesitatingly express in the successful issue of any properly directed energies in this quarter. Without entering upon invidious criticism upon what are now by-gones, we will only glance at the past under the influence of the same convictions with which we look forward to the future, and the undertakings which it will, before long we trust, bring forth. To the promoters of these we will say that, let ability and judgment combine to direct the skilful and economic employment of adequate capital, and if complete success be not the result, then the indications which Nature has given of the presence of her metallic wealth must henceforward be looked upon as illusions, and all mining, in whatever quarter of the globe it may be attempted, must be reduced from the prosecution of a science to the level of a lottery. We would refer those, if any, of our readers who may entertain any doubts on our proposition, to the flattering letters in reference to this district which we published only a few weeks ago, from Mr. George Henwood; communications which possess peculiar value from their not being the reports of a paid surveyor; whilst the great standing evidence of the truth of our theory is to be found in what is, perhaps, the finest mine in the British dominions, and nearly the only one in this district which has enjoyed all the advantages for which we contend as the elements of success, the great "Berehaven Mine"—the great type of the mineral distribution of this prolific district.

We have been led to these remarks from having in another column to announce to the public the formation of a company, in whose success we take a decided interest, from the conviction of it which we entertain, as embracing those essentials to which we have alluded. The company to which we refer is the Castletown New Copper Mining Company (Limited), formed for the purpose of working a very valuable mineral tract, lying between Skibbereen and Castletownsend, from which latter port they are only three miles distant. The facilities of access at present existing are great, and will receive considerable enhancement upon the completion of the proposed extension of the Cork and Bandon Railway.

We have now before us a communication from our correspondent, Mr. George Henwood, in which, whilst he regrets that during his late visit to Ireland time did not permit him to visit these mines, he expresses his conviction, from a careful inspection of the various ores lying at the company's offices, that the lodes from which they have been raised are an easterly continuation of the great series which he has traced to extend from Berehaven to Browhead; and he adds, that "the ores are of a highly mineralised character, and display in their peculiarities that which the miners know are indicative of deep and lasting mines."

It appears that a large extent of valuable ore ground has been laid open, and several hundred tons of ore stuff brought to grass, the machinery for dressing which is all that is required to secure a large and immediate monthly profit from one portion alone of the property, which embraces 1800 acres, possessing every natural advantage for mining purposes, and on which no less than twelve fine champion lodes have already been discovered, which yield rich ore at a few feet from surface, in strata of the most congenial character for producing large deposits, and inexpensive to work. The names of the parties connected with the formation and management of the company are of that high stamp, both as to character and business capabilities, as to offer a safe guarantee for the well conduct of their operations; and when we add that a sub-committee of the directors will be appointed to reside at Skibbereen, and control the expenditure upon the spot, and superintend all operations, it appears that every inducement has been held out by the directors to the public to fully entitle them to its confidence and support.

NEW BLAST-FURNACES AT ULVERSTONE.

The opening of the new works recently erected by Messrs. Schneider, Hannay, and Co., of Ulverstone, created considerable excitement in the whole district of Low Furness, on Tuesday last. Gentlemen connected with the trade, from London, South Wales, Staffordshire, and other iron districts, came down in considerable numbers, and by a special train provided for the occasion, which left Ulverstone at 2 o'clock, about 1000 visitors were brought by the Furness Railway Company into the yard of the Ulverstone Hematite Iron-works—the name under which the enterprising firm of Schneider, Hannay, and Co. intend to carry on their new enterprise. The works are connected with the Furness Railway by a branch line from Barrow, which forms a link with the Ulverstone and Lancaster, Lancaster and Carlisle, North-Eastern for Leeds, and the Stockton and Darlington Railways, thus rendering their railway communication complete for fuel from all the best coal districts. The furnaces are likewise within 200 yards of the water on one side, and when the jetty is completed will have great facilities for loading their own vessels with the pigs which they manufacture.

The visitors were evidently gratified with the new works, and the moment the special train delivered its 1000 visitors, including numbers of ladies, interesting groups were seen about the works, the chief point of attraction being the apparatus where the gas is ignited for the generation of steam, &c. Large parties ascended the incline to visit the funnel heads of the furnaces, and the ladies were continually seen venturing upon this apparently perilous trip.

Among the visitors we observed Mr. A. Samuda, (the eminent ship-builder of Millwall, London), Mr. H. S. Ainslie, (of the firm of Harrison, Ainslie, and Co.), Mr. Thomas Roper, Mr. Alexander Brogden, Mr. James Ramsden, Mr. Henry G. Grievson, Mr. J. R. Breckon, Mr. E. Wadham, (agent to the Duke of Buccleugh), Mr. Drewry (land steward to the Duke of Devonshire), the Messrs. Barker (of the Cleator Hematite Works), Mr. A. Paxton, (of the Carlisle Railway), Mr. Henry W. Schneider, Mr. Robert Hannay, Mr. George K. Hannay, and Mr. Robert Hannay, jun., Mr. J. T. Smith (the builder of the works), Mr. Thomas Perry (of the firm of Thomas Perry and Son), Mr. George Stephenson, Mr. J. Salterthwaite (of the Lancaster Banking Company), Mr. S. Griffiths, Wolverhampton, and a great number of other principal mine masters and gentry of Low Furness. The works are designed and erected by Mr. Josiah T. Smith, of South Staffordshire, and are most unquestionably as perfect in all their arrangements, if not more so, than any other works in the United Kingdom.

The engines are from the works of Messrs. Perry, of the Highfields Foundry, near Wolverhampton. They are a beautiful pair of bright beam engines, with cranks and fly-wheels, arranged either for separate or combined action, condensing on the expansive principle; stroke 9 feet, with connecting-rod attached to an elongated portion of the beam in the immediate vicinity of the piston-rod. Steam cylinder, 46 in., blowing cylinders, 26 in. The effective power of these engines when completed will be upwards of 260 horse-power. The nozzles are what are called the organ pattern, and, as a whole, the engines will bear comparison with any pair of blast engines in the kingdom; the one in action did its work in a smooth and easy manner, without the least jarring or shaking.

The perfection of the gas apparatus, which is constructed *à la* Brymbo, was universally admired; it worked admirably during the whole day, by its perfect combustion under the steam-boilers generating ample caloric, and to spare, for the production of steam required for the engines. The shaft is 150 feet high, and 8 feet diameter at the summit, standing on an extensive square stone basement, and is very beautifully proportioned. The furnace architecture is a complete success, and may safely be visited by builders as a model works, replete with all the latest improvements both of Wales and Staffordshire.

The arrangements for delivering at the mines coal and limestone are admirable, the furnaces being provided with a semicircle of a series of railways to supply all the materials on the feeding side, the minerals being discharged from the various rails in the immediate vicinity of the bridge-house. These arrangements must of necessity save an amount of common charges unparalleled, even in the working of the best constructed plants with which we are acquainted. The inclined plane over which the mine ascends to the furnaces is entirely of iron—graceful and light, though adequately strong, being constructed of two lattice girders, 155 feet in length. The mine is taken up by a steam-engine, with a wire-rope connection, and the brake with which this apparatus is controlled is on a new and successful principle.

The mines of Schneider and Hannay have a world-wide celebrity, the celebrated Parks deposit of hematite ore being the largest and, perhaps, the most valuable deposit of hematite ore ever discovered in this country; and for many years will continue to turn out an amount of wealth equal to the great Burra Barra Copper Mine, which has yielded such enormous quantities of copper, in Australia. The firm are at the present moment raising and disposing of hematite iron ore, of a first-rate

quality, to the extent of 250,000 tons per annum, a large portion of this grand aggregate of ore being shipped in their own screw steamers, three of which continually ply between the ports of South Wales and Barrow with the hematite ore raised by the firm for the Welsh ironmasters.

We understand that Schneider and Hannay have a great variety of ore in their large estates; one lately discovered, called Monzel, which contains no less than 20 per cent. of manganese; and as they intend to use this and some poor ores to mix with the rich ores of the famous Parks deposit, no doubt is entertained of their being able to produce a quality of hematite iron at these new works far superior to anything previously brought into the market, and admirably adapted for admixture with the pig-iron of Staffordshire and South Wales.

Mr. Brown, the managing partner of the well-known Ebbw Vale Company, has looked over the works since their completion, and expressed his entire approval of the whole of the arrangements. The proprietors are importing the best steam coal from South Wales, and coke from the Darlington and Durham districts, and we understand that they expect to produce 900 tons of good hematite iron per week from these three furnaces.

BRAY'S TRACTION ENGINE IN DEVONSHIRE.—(From our Correspondent.)—Four weeks ago I communicated to you the break down of this engine employed by the South Devon Iron Company. As I then stated, the breakage was a serious one, which would involve some time and expense in repairing. I have now to inform you that, after mature consideration, the engine has been abandoned by the company, and the engineers, &c., dismissed. In taking this step the directors have shown excellent judgment, for there can be no second question as to the failure of the trial in this county, which, from the very first, was patent to all disinterested parties. The loss which the trial has entailed is to be regretted, but an obstinate perseverance in a wrong course would have only increased it. It is creditable to the good sense of the directors that they have had the moral courage to adopt the course they have done, for many in their position would have been induced to attempt further to bolster up the failure rather than admit the original error.

The result of this affair is particularly useful, in showing the value of your Journal in affording impartial information on mining matters. Persons interested are naturally so blinded by personal and pecuniary considerations, that, however high their general character, their statements cannot always be accepted as correct, and this is particularly the case in dealing with a matter so delicate and doubtful as mining. Compare, for instance, Mr. Goodman's letter, contradicting my original statement as to the performances of the engine, and the result as now proved. No one can doubt that Mr. Goodman was convinced of the correctness of what he wrote, but he was blinded by his feelings—by his zeal. Uncorrected, his views and statements might have led to disastrous losses, if they had induced others to adopt the course pursued by his company; it might have even led to increased loss by the South Devon Company, for no doubt the course at present taken by the directors is to some extent due to investigations they have been led to by the information received through your columns.

RAISING WATER FROM MINES.—The unwatering of mines being amongst the most important operations connected with mineral production, inventions or improvements in pumping apparatus naturally merit the best attention of the mining community. Some twelve months since, Mr. Bastier patented an improved chain pump, the modification being the thickening of the floats, which he provides with India-rubber washers, so that they may fit the tube more perfectly than usual. The use of this improved float also gives him power to apply a more effective form of pulley upon which to cause the chain to move. The tubes are supported in the shaft by two upright beams, a continuous smooth cylinder of the necessary depth being formed by the employment of flanged sections rivetted together, the lower extremity of such cylinder being enlarged downwards, so as to present no obstacle to the upward passage of the water. Both the upper and the lower pulley consist of grooved rollers, the former being considerably larger than the latter, a receptacle being provided at the upper end of the tube to carry off the water as raised. The float, which is really the feature of the invention, consists of a short wooden cylinder, smaller than the tube; at the lower end of this cylinder are three strong washers, which give the float the character of a well-fitting piston; the whole is consolidated by providing an iron plate above and below, which are fastened together by screws, rings being provided upon each to attach the chain to. The advantages claimed for the new pump are that it is the cheapest and most efficient pump ever introduced, that it utilises from 90 to 92 per cent. of the motive-power, it occupies very little space, costs but three-fourths the amount usually paid for mine pumps of similar power, that the depth from which the water is raised makes no difference in the economy of working, that it requires no cleaning or attention, and that without the slightest injury to the apparatus, sand, mud, or anything of less diameter than the tube, can be raised.

EXTRACTING COPPER FROM POOR SULPHURETS.—Mr. Wm. Gossage, Widnes, Lancashire, has patented some improvements which apply to the extraction of copper and iron, and in some cases silver, from certain copper ores containing those metals. The ores of copper to which his improvements are applicable are known as sulphurous copper pyrites, which ores contain a large proportion of sulphur, combined with iron, and a smaller proportion of sulphur combined with copper, and in some cases also a small quantity of silver. Such ores are used very extensively in the manufacture of sulphuric acid, sulphur being expelled from them by combustion with atmospheric air, and sulphurous acid gas, so produced, being applied to such manufacture. The solid product remaining as a residuum from the process of combustion contains the iron of the ore, mostly in the state of sesquioxide of iron, and the copper as sulphate of copper, sulphuret of copper, and usually with some oxide of copper. The residuum also contains silver, when such metal has been present in the ore. The methods hitherto ordinarily used in extracting metals contained in such residuum have consisted in smelting the residuum in the same manner as other copper ores are smelted, and a regulus is obtained containing the greater part of the copper previously in the residuum, together with a small part of the iron, also silver, if such metal exist in the residuum. These metals are all combined with sulphur in such regulus, and they are separated from each other by subjecting the regulus containing them to subsequent operations, which are well known to metallurgists. During the process of smelting the greater part of the oxide of iron enters into combination with silica, forming slag, which is a valueless product, and thereby such iron is lost for useful purposes as metallic iron. In effecting his improvements, he causes the residuum to be subjected to the action of a solution containing a salt of peroxide of iron, also some cheap acid, such as sulphuric or hydrochloric acid. By the action of such solution on the residuum the copper contained therein, as sulphate of copper, sulphide of copper, and oxide of copper, becomes dissolved, and can be extracted from the residuum by filtration with water, and the oxide of iron becomes sufficiently deprived of sulphur and other extraneous matters to be made available as an iron ore for the production of metallic iron by the ordinary processes of smelting ores for iron. By the action of salt of peroxide of iron on sulphuret of copper and sulphuret of iron contained in the residuum, persalt of iron contained in the solution becomes converted into persalt. After separating copper from this solution by precipitation, he re-converts the persalts of iron contained therein into persalt of iron, by causing it to absorb oxygen from atmospheric air, this being employed either alone or in mixture with gaseous nitrous compounds. He then obtains from the same iron a solution of persalt of iron, which is again suitable to be applied to the extraction of copper from a further quantity of such residuum. When such residuum contains silver, he adds common salt, and thus obtains silver in the state of chloride of silver. His improvements also apply to the separation of copper from solutions containing it previously, obtained from sulphurous ores of copper. He can effect such separation by the use of metallic iron, which gives the copper as metallic copper, but he prefers to use sulphuretted hydrogen, or artificial proto-sulphuret of iron, by which means he obtains the copper as sulphuret of copper, from which the metallic copper is obtained by the usual means. When the solution contains silver, he separates the metal by using precipitated copper, or by other well-known means.

PURIFICATION OF COAL GAS.—A second patent has been secured by Mr. John Leigh, of Manchester, for the purification of gas, which appears to be for a more perfect form of the invention referred to in the *Mining Journal* of last week. The present invention consists in the application of gas water or ammonia water which has been treated with or mixed with lime or any other alkaline earth or alkali, with a view of removing the carbonic acid, together with any other acids with which such lime or alkaline earths or alkalis may combine in gas water, to the purification of coal gas or canal gas, which he effects by passing the gas through the gas water which has been so treated, in suitable vessels, in order to remove from the gas not only the salts of ammonia existing therein, but also the carbonic acid, sulphuretted hydrogen, sulphocyanic acid, hydrocyanic acid, &c., which may exist in the impure gas. For the causticising of the gas water or ammonia water he prefers to use lime, which may be mixed with the gas water in proportions varying with the strength or specific gravity of the ammonia water acted upon. For ammonia water of the specific gravity of 6° or 7° Twaddle's hydrometer, he finds about 400 lbs. weight of dry lime a suitable quantity for the causticising of 800 gallons of ammonia water. He first slakes the lime, and then adds to it the ammonia water, keeping it mixed therewith by constant agitation for a considerable time. When he finds by reduced specific gravity, that is to say, when the gravity of the ammonia water is reduced to 12°, 13°, or 14° Twaddle's hydrometer, he allows the lime to settle, and draws off the causticised ammonia water into a vessel, from which it is pumped into a series of washing vessels, being carried through pipes, and impinging from a jet pipe on a flat plate at the upper part of each washing vessel, falling thence in spray or showers through the washing vessel, which contains a number of shelves covered with brickbats or other material exposing an extent of surface. The gas entering at the lower part of each washer, being brought into contact with the causticised ammonia water, imparts to it not only the salts of ammonia which it contains, but also the carbonic oxide, sulphuretted hydrogen, sulphocyanic acid, and hydrocyanic acid, or other acids which may exist in the gas as impurities. As some portions of the salts of ammonia may be carried forward beyond the washing vessels mechanically by the velocity of the gas, these may be removed by passing the gas terminally through one or more

purifiers, containing layers of any one of the numerous substances capable of removing the salts of ammonia, or otherwise a few layers of lime. He does not, however, claim any particular kind of apparatus for carrying out his invention, nor the use of any particular substance or material, but he claims the use of causticised or partially causticised gas or ammonia water for the purification of the gas.

REPORT FROM NORTHUMBERLAND AND DURHAM.

[FROM OUR CORRESPONDENT.]

OCT. 20.—We have no particular change to notice in the position of the Coal Trade this week. The export coal trade from the north-easterly ports during the month of September shows a considerable falling off, compared with the corresponding month in last year. The total export from the principal ports having been 357,786 tons in Sept., 1859, against 414,346 tons in Sept., 1858. This is somewhat discouraging.

It is again reported that the Marchioness of Londonderry is negotiating for the use or purchase of the Stanhope Docks, at South Shields, for the purpose of shipping a large quantity of coal from the Lambton Colliery. The owners of the Elswick Collieries have commenced to sink the shaft from the Beaumont seam to the lower one—that is, the Brockwell. The distance is not great, so that the working of coal, which has been long deferred on account of the quantity of water met with, may be expected to be commenced at this place early in the ensuing year.

The death of Mr. Robert Stephenson has caused a profound sensation here. His intimate connection with the locality by birth, and also his professional engagements and close connection with the staple trades of the district, made his name a household word. It is almost unnecessary to mark that he is universally regretted by all classes of the people, and especially by the workmen in the manufactories of the Tyne. His funeral was to be held in Newcastle in a manner worthy of the town to which he was an ornament and a benefactor. It is expected that most of the ships and business places will be closed at least during the latter part of the day, and a deputation from the Town Council, consisting of the mayor and sheriff, are to form a part of the procession which will follow the remains of the illustrious engineer to their last resting-place.

Another death has also taken place lately which we must notice—that of Alderman Lamb, of Axwell Park. He had been intimately connected with some of the large collieries in the district for many years—that the Walbottle and Cramlington Collieries, and others. He was greatly respected in the district, and died at a good old age.

A meeting has been held of the Shipowners' Society of South Shields for the purpose of affording Dr. White, of Newcastle, an opportunity explaining the principle of an improved ship's pump, spear box, and leakage gauge invented by him, and also of inspecting working models of same. Among those present were Mr. R. Ingham, M.P. A ship's pump discharging at the level of the outside water instead of on to the deck, having been found practically beneficial, had led the inventor, Dr. White, to attempt the removal of certain obstacles which seemed to retard its general adoption. This pump is a modification, as well as an improvement on the previous pumps invented by Dr. White, and one of the benefits he derived from it is a saving of labour. The ordinary pumps deliver the level of the spout above the deck, whereas the present one only puts to the level of the outside sea. A syphon is introduced, so that when water in the ship is brought to the level of the outside water, it is conveyed by the syphon into the sea without further labour, and the pump bucket are kept nearer their work, rendered more efficient, and not likely to choke. There is also an improved spear bucket, consisting of a vulcanised rubber ring, compressed between two metal plates to fit the chamber. The ring retains its elasticity, wears very little, does not harden or gather scale or crack like leather, and it can easily be re-fitted or adjusted. Dr. White has also invented a leakage gauge, consisting of a metallic tube 1 into a syphon at its lower extremity, the upper terminating in a glass tube serving as the index. In the syphon is placed mercury, and upon a stem, and into the index a certain coloured fluid, which will not freeze with a small film of oil upon its surface to prevent evaporation. The dex may be brought into the captain's cabin, or other convenient point. All present were highly satisfied with the pump, a working model being shown. Those best able to judge of its merits pronounced it an admirable invention, and one calculated to effect much good.

THE MINING INDUSTRY OF IRELAND.

[FROM OUR CORRESPONDENT IN DUBLIN.]

The project to which I alluded in my last letter as likely to be of great service to the mining community of this country, is now in a sufficiently advanced stage to give you some particulars of its nature, which very novel, and, when once its title is given, it becomes a matter of wonder that a similar project has not long since made its appearance. England, where mining industry has been so successfully prosecuted, and wide, the same field does not now exist for the development. Mineral Exploring Company as in Ireland, where, generally speaking, such ignorance prevails regarding the nature and extent of Irish mineral resources, Geologists, mineralogists, chemists, and others of a scientific tendency, all united in enunciating the fact that in Ireland are to be found all elements of mining industry, but often situated in circumstances far removed from those generally met with in the sister country; the result being the almost total neglect of Irish mineral property, often, owing to the geological prejudices of English mining engineers; and English and other mining capitalists, anxious to seek in Ireland a field of profitable investment come to this side of the channel in search of the object of their visits is only known to a few of the "cannies," likely praise the properties in which they are themselves most interested, and these, if not found to suit the views of the capitalist, impress him the idea that nothing better is to be found, and he retires in disgust, persuaded that what has been so often said of the mineral wealth of Ireland has been all humbug and contrary to fact. Now, it has long been evident that between the *bona fide* possessor of good mining property, the *bona fide* capitalist, whether English or Irish, a medium has wanting to give confidence and stability to both interests; and to be medium is the object aimed at by the establishment of the Mineral Exploring Company, the Articles of Association of which I have now before me, which states:—"The objects for which the company is established are the searching and exploring for all minerals and substances mineral nature, and for the purchase, selling, and general management, otherwise trading in, or dealing with mineral estates of every kind," course, like every commercial undertaking, success will altogether depend upon the management. And although, to my mind, the establishment of this company will be the greatest boon to the mining interests of a country which has appeared for years, it will require great care to prevent abuses from creeping in. I am sure, however, from what I hear of already concerned, and I understand every share has been taken up, sound management will not be wanting to make it a thoroughly successful means of communication between buyers and sellers of mining property. The establishment of the company is principally, I believe, due to solicitor, Mr. McNeale, of Westmoreland-street, in this city, who has for some time taken an influential stand in connection with new schemes, and whose name and influence will spread rapidly if the project now brought out under his auspices succeeds, as I have no doubt it. Of the Barravore Mine, to which I have been lately alluding, some interesting results have been already obtained. By the first monthly sheet it was found that the value of the ore raised exceeded the expense. I will from time to time supply you with any information I be able to procure.

To the present shareholders in the Connore Mining Company proceedings which appeared in the last *Journal* have given much satisfaction, as it is plainly for the advantage of the proprietors to have office and management in Dublin, where the principal amount of stock held, and where the Dublin directors have already shown such careful attention to the interests of the company: the saving of 5000*l.* in the chase money alone, as appears by the report of the proceedings, shows success which has already crowned their efforts; and it augurs well the future prospects. The expense of applying to Parliament to effect the registration of place, though it be 300*l.* or 500*l.*, will soon be compensated for by advantage of local management.

Another company, the Castletown Copper Mining Company, is started, and independently of the support which it will surely receive it is likely to be well sustained in the London market, where I understand a very favourable opinion of the prospects is entertained. I will, I believe, the establishment of the company more fully next week, but before notice will be read I expect a great portion of the capital will be subscribed.

the capital is fixed at 27,000*l.*, but though nominally so, a much less sum will suffice to work the property. The committee of the Atlantic Steam Company have issued a notice on November 10 will be the last day to receive subscriptions for shares. I have seen some of the specimens of lead lately obtained from the Carylfort property; they are of a very fine quality, and I understand that the prospects generally are of the best description. One thing is certain, at a time when prudent management can effect good results the Carylfort company will be an eminently successful one.

THE IRON AND METAL TRADES OF STAFFORDSHIRE.

[FROM OUR CORRESPONDENT AT WOLVERHAMPTON.]

Oct. 20.—As is usual, immediately after the quarter-day, there is not much doing at the weekly meetings of ironmasters, and there is no change in the state of the trade to report. Accounts received here from South Wales represent trade there as flat.

The Hardware Trades continue rather quiet, both here and at Birmingham. Some houses report improvement. The East India markets again dull. A few orders are to hand from China, and the London demand is said to be better, except in that class of ironmongery which is affected by the strike in the building trades.

With respect to the forthcoming Mines Inspection Act, no action is being taken by the owners of mines in this district at present. It is understood that the Mining Association will gain the earliest information of intentions of the Government with regard to the provisions which the Act is to contain, and will communicate on the subject with the various parties interested. In this locality there does not appear to be any disposition on the part of the owners of mines to throw impediments in the way of any improvements in the provisions of the Act likely, without prejudicially affecting the progress of mining operations, to promote the safety and comfort of the miner.

The old-established firm of Messrs. Samuel Alcock and Co., of the Potteries, Burslem, has suspended payment, owing to the issue of emolument paper by the managers, but hopes are entertained of its being soon carried on.

A numerously attended meeting of the creditors of Messrs. Dimmack and Ten, of the Parkfield Iron-works, near this town, was held on Monday, 19th inst. Mr. Charles Shaw, of Birmingham, presided. The firm previously filed their accounts and proposal at the Birmingham Bankruptcy Court, under the petition for private arrangement. The total amount of liabilities for which security is held is 88,000*l.*, and of unsecured creditors 19,921*l.*, which is nearly the amount previously stated in the *Mining Journal*. The proposal is, as stated, to pay the unsecured creditors 20*s.* in 1*l.*, by quarterly instalments of 1*s.* in 1*l.*, which would extend over five years. The liabilities upon the separate estate of Dimmack are stated at 44,790*l.*, and 5*s.* in 1*l.*, payable within twelve months, is offered. Mr. H. Marten's separate liabilities are of a small amount, and payment in full is offered within twelve months. The feeling at the meeting appears to have been most favourable towards the firm, it is hoped that the Wolverhampton Bank, the principal secured creditor, will be induced to consent to their still carrying on the works. The accounts of Messrs. Davis and Son, filed at the Court, show a total net of liabilities of 94,020*l.*, and of assets amounting to 14,882*l.*. The net portion of the liabilities (79,138*l.*) referring to a period previous to the former suspension of the firm, in 1855.

REPORT FROM YORKSHIRE, DERBYSHIRE, AND LANCASHIRE.

[FROM OUR CORRESPONDENT IN CHESTERFIELD.]

Oct. 20.—The concluding quarterly meeting of ironmasters took place Saturday at Dudley, and the whole series of quarterly gatherings may be said to have passed off very satisfactorily. The general tone of the trade is decidedly healthy. The orders received for all descriptions of cast iron are numerous, though of not very large extent, except received for exportation. The enquiry from America is also increasing; in addition to which, orders that were held in abeyance to await result of the quarterly meetings have now been given out, makers of being determined not to give way in prices. All the houses are in work, and the most sanguine hopes are held out with regard to the prospects of the trade. The pig-iron trade is moderately active, and is firm. The steel trade at Sheffield is very good, the demand for plates for boiler-plates and "crinoline." The quantity of steel factored into crinoline is perfectly marvellous, and so great is it in fact that it has become one of the staple branches of trade. The table-grinders of Sheffield have asked an advance of wages, and the managers, as a temporary arrangement, have acceded to their terms for a week; but they declare their inability to continue to pay the new rate. It is exceedingly desirable that a permanent settlement of the matter should be made, in order to avoid a strike and its fearful results.

The Coal Trade is improving, the demand for household purposes having materially increased. The supply required for manufacturing purposes is also great, on account of the generally good condition of the cotton and woolen trades. Should trade continue good the demand for this winter will be much greater than for several years past. We report the continuance of the strike at the Wharfedale Silkstone colliery, near Barnsley, with no immediate or remote prospect of a settlement. This unfortunate strike has now existed nearly six months. Messrs. Jackson, Baxter, and Co., the proprietors, have spent about 75,000*l.* in keeping the works, which afforded employment to 500 men and boys. Obvious, therefore, that these gentlemen must have lost an immense sum of money.

Conferences and interviews between the masters and men have taken place, and on each occasion neither party could come to an amicable settlement. The only point of difference now existing is this—the masters refuse to charge the men 1*d.* per day for oil, and the full price for coal they may consume at their homes. The men object to it, and, in consequence of the strike, and they are supported by the Miners' Association, who demand 8*s.* per week to maintain themselves and their families. Proprietors of the colliery are resolved not to be dictated to by their men, and they have been at considerable expense in obtaining colliers from Wales and other districts; but such is the influence which the turn-out exercise over their fellow-workmen, that the new men are enticed away again. Notwithstanding all the exertions of the proprietors, only 100 men have been got to work at the colliery. A number of policemen have to be maintained at the colliery, at an expense to proprietors of about 12*l.* per week, to protect those who do work from the influence of the turnouts.

Friday last a number of colliers employed at the Wingerworth Colliery demanded an advance of wages, and, in the event of its not being granted, they threatened to leave their work immediately. The proprietors demanded a fortnight's notice, at the expiration of which term they would treat with such of the men whose services they might require. The party, a strong-headed Irishman, left the works for the day, the following morning he was brought before the Chesterfield bench magistrates, and would have been committed to prison for 14 days to answer for his conduct, but the proprietors pressed the case against him. If prompt action like these were taken the men would be less disposed to break the rules existing between the employer and employed.

The position of some of the Derbyshire lead mines is improving. The United is getting into good work again. This mine was some time one of the best dividend-paying mines in Derbyshire; but, unluckily, it went blind, and a large amount of dead work had to be done before it was got to good work. The directors, without considering the utility of the vein going out, paid all their profits in dividends, withdrawing any fund in hand. The result was that a call had to be made, and the value of the shares sunk to a mere nominal price. Now the mine is improving the shares are rapidly increasing in value. Derbyshire stock is improving in value; the last sale was at 1*l.* 10*s.* 6*d.* The value of the Elyam shares has decreased gradually since a short time ago, is now much out of favor, and the shares are almost worthless. The value of the Elyam shares has decreased gradually since a short time ago, is now much out of favor, and the shares are almost worthless. The value of the Elyam shares has decreased gradually since a short time ago, is now much out of favor, and the shares are almost worthless.

A very pretty little quarrel has taken place between Mr. Hopkinson, of Bury, and Mr. Kay, of Bury, the rival inventors of safety-valves, and Mr. Kay, of Bury, the rival inventors of safety-valves, and Mr. Kay, of Bury, the rival inventors of safety-valves.

tain remarks made in reference to Mr. Kay's valve, which was on the boiler which exploded and sacrificed life. Mr. Hopkinson contends that it is impossible to explode a boiler from pressure of steam or deficiency of water if fitted with his "Compound Safety-Valve." Mr. Kay takes the other side of the question, and at present it remains unsettled. The Hawkhead Hall estate, the property of the Rev. Ireton Pell, of Ambleside, was last week sold by auction for 10,900*l.* Mr. Swainson Cooper, of Grange, was the purchaser. The estate comprises 510 acres.

REPORT FROM MONMOUTHSHIRE AND SOUTH WALES.

[FROM OUR CORRESPONDENT IN SOUTH WALES.]

Oct. 20.—During the past week the condition of trade throughout the district has remained unchanged, and but few events have occurred requiring mention. At Aberdare slackness is still experienced, and in other Glamorganshire valleys business is reported rather dull. In Monmouthshire, however, there appears to be less ground for complaint, the large firms having several extensive orders in hand. The tin works are going on more prosperously than has lately been the case, and, on the whole, the situation of affairs is not unsatisfactory. A good steady trade continues to be done at the ports the enquiry for steam coal being rather animated. Freight rates are as follows:—Coal: Alexandria, 20*s.*; Algiers, 18*s.*; Ancona, 21*s.*; Buenos Ayres, 35*s.*; Ascension, 27*s.*; Bombay, 40*s.*; Barcelona, 21*s.*; Cadiz, 42*s.*; Cadiz, 13*s.*; Constantinople, 21*s.*; Cape of Good Hope, 40*s.*; Fernando Po, 31*s.*; Grenada, 14*s.*; Hong Kong, 57*s.* 6*d.*; Jamaica, 16*s.*; Mauritius, 37*s.* 6*d.*; Panama, 45*s.*; San Francisco, 50*s.*; Syria, 18*s.*; St. Petersburg, 20*s.*; and Venice, 23*s.* Iron: Bombay, 45*s.*; Barcelona, 21*s.*; Cronstadt, 30*s.*; Madras, 45*s.*; and New York, 20 and 5 per cent.

In the Forest of Dean considerable activity now exists, the demand for the ore being constantly increasing. At Coleford a capital business is now done, and what is required to make it more extensive is the desideratum of a railway. The directors of the Coleford, Monmouth, Usk, and Pontypool line express once more their determination to carry out their original design, and the works have been commenced on the Forest side of the Wyre. More than one rival company has sprung up since their project was first announced, and it seems highly probable that an independent line will be formed long before the Monmouth Company enter the Forest. The directors do not appear to be in fault, for they have laboured under all kinds of difficulties, the chief of which has been the scarcity of money. The speculation has not been entered into very cordially in the district, and considerable disappointment has frequently been expressed with regard to the indifference displayed by many large ironmasters and other influential men on the subject. Even now there is by no means sufficient cash in hand to defray the expenses of the undertaking, and it is, therefore, useless to attempt to assign even a probable date at which it will be finished.

A man was killed a little time ago in the Sling Iron Mine, Coleford. He was employed in getting the ore from a "churn" in the limestone, where the inclination is rather steep, and about 5 cwt. of ore fell upon him. He lived only a few hours. It appeared from the official investigation into the circumstances that no blame was to be attached to any of the authorities connected with the mine. A collier employed at the Bryndwr Colliery, near Neath, has sustained severe injuries through a fall of stone in the workings. A man named William Davies, while working at the Llwedol Works, Aberdare, was knocked down a few days ago by some coal trams, and received a severe fracture of the leg. Upon his being conveyed home the surgeons to the works were called in, and advised amputation, but to this the unfortunate man would not consent for a day or two. Ultimately the operation was performed, and the sufferer expired under it. William Llewellyn was so severely injured on the same day at Sgubowen, that he survived little more than an hour. Two men have been severely burnt at the Gallely Coal-works; one is since dead.

New pumps are being laid at the Main Colliery, and the boilers repaired. The bodies of the men drowned by the inundation have not yet been recovered.

The copper ore arrivals at Swansea during the week have been—From Coquimbo, the *Marshal Pelissier* with 186 tons of copper regulus, 534 tons of copper ore, 2 tons of old copper, and 50 bars of unwrought copper, for Charles Lambert.

Several fine American vessels have arrived in the port during the past week for cargoes of coals and patent fuel.

WHAT IS SAID AND DONE AT THE "CORNER."

The Mining Share Market has been active during the week, and considerable animation might have been observed at the "Corner," particularly on the settling or account-day, which is stated to have passed off with satisfaction to those engaged in transactions for the account. Several improvements have been reported, and the mines generally in most of the great mining districts are represented to be working remarkably well, more especially in the West of Cornwall among the tin mines, whose produce is on the increase, and meet with corresponding remuneration from the present high price of that article. The improved standard for copper ore is giving encouragement to many copper mines, which have recently been working at a loss. A great many shares in the leading dividend mines have changed hands during the week, and several negotiations are on the tapis, which are likely to be completed during the ensuing week.

WHEAT BASSETT and UNITED MINES shares have advanced, and are likely to go higher, in consequence of important improvements. The Devonshire Down shares have improved, and continue in request at better prices. WEST CARADON and NORTH DOWNS shares have been transacted at lower rates, although we are not advised of any change in the mines to warrant a decline. STRAY PARK shares are quoted lower, but we learn that a period will arrive when they will meet with buyers at far better prices. MARGARET, EAST BASSETT, HERODFOOT, TRELANTY, and MARY ANN shares have been dealt in at advanced prices. EAST CARADON and MARKE VALE shares are in great request; the former especially, in consequence of the approximation of the cross-cut in the 50 towards Symon's, or South Caradon, canner lodge, and the latter from the improved change which has taken place. HANRIET shares have been largely dealt in during the week, although the prices have slightly fluctuated. EAST CARADON shares are reported to have very considerably improved, and a very active enquiry for the shares have taken place, at advanced prices. GREAT WHEAL ALFRED and ST. DAY UNITED shares have improved, and enquiries for the shares are fully maintained. EAST RUSSELL shares continue an enigma: a large number of shares have been dealt in during the week, at prices in which dealers themselves have no confiding hopes. NORTH ROBERT, KELLY BHAY, and WHEAL GHYLL shares have been in request, at slightly advanced prices. TAMAR Consols shares, which were in great demand prior to the meeting, are less active. GREAT WHEAL FORTUNE shares have been considerably in demand during the week. The improvement was noticed in last week's "Corner," but unfortunately left out from press of other matter. WHEAL HANRIET continues as productive as advised you before, and it is the general opinion in the locality that it will become a permanent and paying mine. At WEST TREVELLANT, the recent discoveries and the sudden change may be looked upon as a very common occurrence, and I think, from what I have seen of the nature of the lode, there is something important and continuous in its character. The prospects are cheering, and I am inclined to support my opinion by purchasing a few shares, which I have done rather under London prices. There is a very good course of ore in the lode, in the 20.

At NORTH WHEAL ROBERT, in driving the cross-cut at the 30, they have intersected a south lode, which is looking remarkably well for a good course of ore. This discovery is highly in favour of Sortridge Consols, as the lode has not been seen in the latter mine below the surface, but they are driving a cross-cut south at the 40 to intersect it; and should the lode prove productive they will have a great run of ground, as it passes through the entire length of Sortridge sett. At EAST CARADON they have not yet cut the South Caradon canner lode, but are in daily expectation of doing so from the great increase of water and the change of ground. They have laid open about 8 fms. of the lode recently cut in the cross-cut, and found to be good tribute ground. At MARKE VALE the 90 west, on Rose Down lode, has a little improved, and also at the same level, on Marke's lode, which has been driven on for 6 to 7 fms., and is worth upwards of 20*l.* per fm. The parcel sold yesterday realised 2127*l.* 4*s.* KELLY BHAY stands well for a continuous paying mine. There are several very productive points laid open, and should it make ore in depth, which from present appearances there is little doubt, it may be considered safe. HAWKMOOR is represented to be progressing very satisfactorily, and great expectations are entertained by those who are well acquainted with the locality. There is a fine productive lode in the 40 east, and the 30 east is looking very promising. At GREAT RETALLACK they have a fine course of blende between the 20 and 30, but as to its continuance in depth I have my doubts; should lead come in I am apprehensive that they must sink much deeper to find it. WHEAL UNITY is looking better; the 60 is improved, and, above all, the lode in the bottom is more productive. A very favourable opinion is entertained in the locality, and I find that a great deal of good tribute ground is opened, and can be taken away profitably. TRELOWETH is looking remarkably well, with a fine course of ore in the bottom of the engine-shaft, which is also found productive in the 110 east, where they are sinking a winze in a good course of ore. There are other points which are productive, but not to the extent as in the bottom.

GREAT WHEAL DUBY is represented to be improving, and the deeper levels are likely to become very productive; there are fine courses of ore in the 90 east and 100 west. There is a very considerable parcel of tin for sale also, I should think upwards of 100*l.* worth. At PELLYN Wood the prospects in the adit level are considered of a very cheering character, where they have a productive lode of good quality ore, especially in the backs, but how far the lode will hold down is rather uncertain, particularly now, as they have suspended the 10 in consequence of an unfavourable change. The mine has been in operation about twelve months, and a capital of 1000*l.* was to have been invested for carrying on the operations; consequently, a call may be shortly expected. Last week an attempt was made to create a market for the shares, which was considered rather premature, at least until the prospects are realised, or the mine more fully developed, which from its locality and the general character of the lodes may reasonably be calculated upon. The gosean was represented to carry a large portion of silver, but by telegram received on Thursday cobalt appears to have superseded the silver. MELBYFIELD shares have found buyers in the London market. The mine is situated in Yorkshire, and bids fair to become a great favourite in the locality. Operations are at present only progressing towards a most important point, and will not be completed for some weeks, when great additions to the present returns are expected from the ore ground already developed, but cannot be reached before unwatered.

THE CROCHHAVEN MINING COMPANY (Limited), in 8000 shares of 2*l.* 10*s.* each, is spoken of very highly by those who have inspected the mines. The respectability of the directors, the position of the mines, and the reports furnished by so many experienced practical authorities will, no doubt, have a tendency to create a demand for the shares. WENDRON Consols is looking exceedingly well, and shares are in demand in this locality at 43 to 45 per share. OLD PORTKELLS UNITED has been resumed by very influential parties, who have vigorously prosecuted the operations, and, although not working more than six months, is looking remarkably well. EAST WHEAL LEVEL, continues a very promising concern; but there is a rumour that the next account is to stand over for six months instead of three, as formerly, which is contrary to the custom of Cornish management, and appears to create a little anxiety among those shareholders who are not in the secret. TREWORTH is realising the expectations of the shareholders by its promising appearance, and is likely to become a very profitable mine. WHEAL FURDEN is very much improved. The 20 end west has reached the rich lode of tin discovered in the 10, and the probability is that it will become a profitable investment. NEW WHEAL VOR and EAST WHEAL METAL.—In sinking the great north engine-shaft under the 60 the lode has taken a more perpendicular direction, and has numerous small veins of spar dropping into it, which are considered good indications. The engine-shaft in East Wheel Metal is at present in a disordered piece of ground; but all the other parts of the mine are looking exceedingly well. GREAT WHEAL FORTUNE, notwithstanding the statement of a writer in the *Journal* of Sept. 24, is assuming a first-rate character, and at present has the appearance of becoming one of the most prominent and wealthy mines in the West of Cornwall. Carnamel lode, at Hoskins's flat-rod shaft, is very rich for tin, and the 36 fm. level has been driven west 15 fms. through a lode of some character, and the present end is now worth 160*l.* per fm. The 18 end east will soon be in the Dividend List; we have a 4 ft. wide, worth 100*l.* to 150*l.* per fm. At Blueburr, on the middle lode, its value is from 70*l.* to 80*l.* per fm. By communication received to-day (Friday, the 21st), we learn that "Carnamel lode has greatly improved, and is now worth 250*l.* per fm. Two other discoveries have been made this week on the same lode, one in the 48 end, east of Paynter's shaft, worth 20*l.* per fm., and the other in the 36 end, east of Hoskins's shaft. The 18 is still improving." At a place called Mount, in Ferranzabulo, they have made a wonderful discovery of silver-lead, worth 250*l.* per ton for silver alone. It is found under the great iron lode, which runs north and south, underlying east, and goes through Ludnick United, the value of which mine must be greatly enhanced by the discovery. JAMES LANE.

From Mr. WM. LELAND.—The market has been very active, and the demand increasing for all good dividend and progressive shares. Those most sought after have been Providence, St. Ives, Bury, Rosewarne United, Rosewarne Consols, Bultor and Bertha, Cook's Kitchen, North Croft, Stray Park, Kelly Bhay, East Providence, Mary Ann, Wheel Margery, West Fowey, Graubler, Herodfoot, Camborne Vein, South Condorow, North Roskear, Old Tolgus United, Bultor and Basset, United Mines, Ding Dong, Botallack, West Caradon, North Downs, North Basset, Great Fortune, and West Margaret. One share in each of the above mines will cost about 784*l.* 5*s.*; and from the present prospects are likely to realise large profits in twelve months from this date. Providence and Rosewarne United Mines are improving daily; the latter mine will soon be in the Dividend List; we have a good report from our agent now being sent. Bultor and Bertha is likely to make a rich mine. Rosewarne Consols is doing well, and shares are very cheap. East Providence is well situated, and the works are being pushed on vigorously. South Condorow is likely to prove rich in depth. Stray Park, North Croft, and North Roskear, as well as the United Mines, will most likely turn up prices. Margery shares are low, and the bottom levels are looking better than for some time past. Kelly Bhay looks well, and the shares are likely to go higher. St. Ives are not looking quite so well. Herodfoot is spoken highly of, and dividends likely to increase.

MINING NOTABILIA.

[EXTRACTS FROM OUR CORRESPONDENCE.]

CAMBORNE, Oct. 18.—A few remarks from a general observer may not be unacceptable at this moment. Looking at the mines in this neighbourhood, I think I may say with great propriety that, as a whole, they have never looked more prosperous. It is true that some of them are not making dividends as they have done in bygone days; still we may look forward to the day when they will resume their former position. I refer to Cook's Kitchen, North Roskear, Stray Park, Camborne Vein, and the Crufty's, Carn Brea, the Bassets, South Frances, Bultor, Tincroft, Dolcoath, the Setons, and Tolgus; I need not say much as they speak for themselves. North Downs is now becoming a gem; North Roskear is doing well, and has this mine been in the Camborne district since would rule much higher; Great Wheel Bury is much improved, and no doubt will make a great good mine; St. Day United is opening a good property; Clifton is a prize; at Peden-an-drea, they are getting into the great deposit from the 90 to the 100; that is, they have commenced stoping in the winze, which is holed from the 90 to the 100 (more about this in a week or two), and will be making much better returns; North Trekerby, doubtless, will do by-and-by; Condorow will find her place again after a little time among the paying ones; West Stray Park is worth attention at this time; North Dolcoath tells its own story; Trevoile is better; New Wheel Frances is opening well upon a small scale, shares rising every day; Great Wheel Vor rapidly improving; East Caradon is looking exceedingly promising, and the completion of this mine will be a great gain to the district. They are opening some splendid tin ground; New Wheel Vor they are working well, and will soon be paying cost, as they are opening good tin ground on Bramble and Penpraze lodes. In the western part of the mine they should strike into a good lode, this mine will be one of the popular ones, as they have a very large lode; Great Alfred, it is thought, will pay the adventurers after a long drag; West Alfred Consols is thought much more of than in times past, and is opening some good ground—the adventurers deserve a good mine, they have stood at it well; East Alfred Consols is improving, and may yet do well. To these mines for the present I confine my remarks; they are truthful, as far as I understand, and will bear comment.

BOSCAWELL MINES.—The forking of the water at these mines has progressed very favourably, the 30, 40, and 50 fm. levels being drained. The plunger-pole is now being fixed, also the eastern in the 40, and we hope on the completion of this to reach the 70 and 80 fm. levels in the course of five or six weeks. The engine-shaft, and the western winze-shaft appear to be in excellent order, requiring but little repairs. The various operations are progressing most favourably; the pumping-engine continues to work exceedingly well. There appears to be a large quantity of tin stuff lying in the back of the 40 fm. level, and we purpose bringing some to surface to test its value in the steam-stamps. In the eastern part of the mine the new lode in the adit level west runs upon good tin ground during the past month—lode about 15 in. wide, with a most kindly appearance. The various tribute pitches have been yielding a fair quantity of tin stuff. Our last monthly sale of tin has exceeded any of our former returns for the same period, and we have still a large quantity of tin stuff at surface ready for stamping.

WEST WHEAL MARGARET continues to attract much attention. At the meeting on Tuesday (full particulars of which will be found in another column), the accounts showed balance of cash in hand, 936*l.* 13*s.* 9*d.*. Advice from the neighbourhood of the mine speak well of the adventure, and confident predictions of its being remunerative are already expressed. Its locality is such as to warrant the most favourable expectations, and we are pleased to observe that the proprietors are determined to carry it out with the spirit which it deserves.

WEST CARADON.—The profits for the two months amount to nearly 2000*l.*, and the mine is daily improving.

THE CARADON MINING DISTRICT.—It appears that the whole of the mines in the Caradon district offer fair prospects to capitalists who may embark in them. East Caradon is looking exceedingly promising, and the completion of this mine will be a great gain to the district. The Great Caradon and Slade, too, which has been the subject of so much controversy, seems likely to repay the adventurers in it ere long—every day proving the identity of the strata with those of its already remunerative neighbours. Another 20 fms. will suffice to set all opponents at rest; for in the 40, below adit, where the north lode comes through the shaft, it may reasonably be presumed that they must have ore. They are now cutting through in the bottom of the shaft a splendid elvan course, a similar, if not the identical, course running parallel and between Job's lode and the main lode in the Great Caradon sett—in the Great Caradon and Slade sett the elvan course is running between the south and north lodes in precisely the same way. Ere long the Great Caradon and Slade will prove as rich as any of the other Caradons.

GREAT NORTH TOLGUS.—Capt. Cornwall Henwood writes—"We are now busy preparing new floors to dress our ore, and shall soon be in the market with a parcel of ore. The lode in back is quite as good as when you were here last; it is a splendid lode going east, and going down in the bottom. In the rise at present it is not quite so good as in the adit, but still a capital lode. When we are 20 or 30 fms. deeper I firmly believe we shall have one of the best mines in the district. I hope you will before many days are over come and see for yourself."

NORTH DOWNS.—Capt. Pryor, of West Basset, reports the shaft worth 30*l.* per fm. The 40 end will produce 10 tons of ore per fm.; the sump-winses 4½ tons per fm.; and the winze below the 30 fm. level 4 tons per fm.

NORTH WHEAL PROVIDENCE.—This mine is situated in the parish of St. Ives, Cornwall, adjoining to and in the immediate locality of St. Ives Consols, Providence, Wheel Killy, Wheel Margaret, Wheel Mary, Trelyon, Wheel Wrey, and other rich mines. The sett embraces the whole borough of St. Ives, and is bounded on the west by the celebrated Wheel Trenwith, the lodes of which pass through the entire length of the North Providence. There are several lodes traversing this property, the whole of which are highly mineralised, and from the indications presented there is no doubt but that this mine will prove second to none in the district.

ROSEWARNE UNITED.—There is an immense quantity of ore ground opened in this mine, and the bottom of it is much richer than any other part, which looks well for the next level. Samplings are likely to increase, and good dividends be made.

WHEAL ELLEN AND WHEAL MUSIC.—The increasingly favourable reports of these mines, confirmed as they have been by the samplings which have followed, exhibiting during the past twelve months an extraordinary series of important discoveries. The channel of metalliferous kilas occupying the northern portion of the sett, which in the Old Wheel Music, immediately to the west, was so successfully wrought, is now being penetrated by the more advanced operations, and proves, wherever it has been touched, most congenial to the deposition of copper pyrites. For instance, in the bottom of the diagonal shaft, 57 fms. below the adit, the lode is worth fully 40*l.* per fm. On the new lode, just above its intersection with the diagonal lode, rich deposits are being opened; and a fine branch of ore has been intersected in sinking a new shaft, in order to communicate with the diagonal lode at the 100 fathom level—an operation, by the way, which will be completed during the next seven months. The stratum in question, here traversed by extensive elvan and cross-courses, is a very light felspathic clay-slate, remarkably easy for exploration, and identical with those beds which in Great Wheel Towan, Great Charlotte, Wheel Music, Wheel Lelaure, Trekerby, the Crinins Mines, Devon Consols, &c., produced the most valuable deposits of yellow copper ores. The favourable opening of Wheel Ellen has caused a regular rush of "copper seekers" around the sett. Immediately to the east and west, and on the north, several companies are now being organized with large working capitals. Let it not be supposed, however, that the adventurers in Wheel Ellen have been altogether without their trials. Only twelve months ago many out-sharholders, having become disheartened by long-deferred hopes, sought advice of some learned mining doctors from a neighbouring town, and were induced to part with their hard-got shares for a mere song; for these shares have since increased quite two-fold in price during each successive period of four months, while the chance of a similar rate of progression has by no means yet diminished. So much for the ill-timed fears of the poor victims, and for their lamentable credulity in thus sacrificing at the altar of some specious "pseudo-professor," who might actually have known no more than an ape of the profound laws of chemical affinities, the deeply hid influences of magnetic and electricity, or other dark mysteries involved in the philosophy of metallic deposits. From recent observations by various really eminent miners on certain isolated tracts or channels of strata occurring throughout this locality, it would appear that it is destined again to become a great mining district; and when we consider the immense sums fruitlessly expended of late years in exploring formations absolutely inimical to the

presence of copper, and which are too often found on the outskirts of the best mines, we can scarcely wonder at the anxious look now betrayed by the half-raised speculator in his wild gaze after a "better country," where a more substantial recompense awaits his still adventurous spirit than the stale and unprofitable "pleasures of hope."

SOUTH LADY BERTHA.—The recent discoveries at this mine continue to improve, and when the very great advantage of procuring the several lodes by means of water power is considered, and the great rise in the hill giving such immense backs, it is opening up a good mine with comparatively a small amount of capital. The lodes are large, containing 2, 2½, and 3 tons of rich copper ore per ft., free from mud, and worked at one-half the cost of many mines. An important feature is the south lode, containing rich copper ore, weighing 200, per ton, from surface, and will shortly be intersected at a depth of 75 fms. A splendid mine of itself, and will add considerably to the returns of copper ores, and secure a lasting and profitable mine.

CHOOKHAVEN.—Instructions have been given to have all the machinery put in order preparatory to starting the works, which are expected to be commenced in the course of next week.

COPPER MINING IN WALES—DYFENWYD MINES.—These mines demonstrate at the present moment an instructive instance of what perseverance can accomplish. The company is divided into 3000 shares, on which 12½ p. 6d. per share has been paid. The property is held by about thirty gentlemen, who afford a noble example for imitation; they have worked from the 20 ft. level downwards, driving levels at every 10 fms. down to the 70. Since March, 1854, to the present the mines have yielded 1824 tons of ore, producing 24,034 lbs. After reaching the 60, it was found the power and machinery were not sufficient for deeper workings. During the last two years the whole plant has been renewed, strengthened, and improved by modern appliances—a new water-wheel, 50-feet diameter and 4 feet breast, and an auxiliary steam-engine, in case of drought or frost impeding the works, so that at present there is all the machinery and surface accessories for working the mine to great depths, which is now giving a good monthly profit. We are always glad to chronicle success, especially where deserved.

RITTON CASTLE.—This mine is attracting considerable attention, and bids fair to rival the rich mines by which it is surrounded. Six productive lodes have been proved, all of which will shortly be intersected at the 35. In the 18 a course of ore is opened for 35 fms. in length, and in the 7 a lode is opened upon worth 1 ton of lead per ft. Each of the other lodes are productive for lead from surface, and will yield an abundance of lead ore at a greater depth. The Ritton Castle ore contains 4 oz. 1 dwt. 16 grains of fine silver per ton of 20 cwts., and 78½ per cent. of lead.

WHEAL BERTH.—There is an important discovery in the 190 ft. level. A lode (supposed to be a side lode) 14 in. wide, worth (say) 200, per fathom.

DUILO MINE.—It is most satisfactory to notice the rapid legitimate rise here. The mine is looking very well indeed, and must soon give profits of 1500, to 2000, per quarter, or 30s. to 2½ per share (1000th). Being in the best of the Tany Lelap mining district, and in the run of the Old Breth lodes, there is every chance of its being equally profitable.

PELYN WOOD MINES.—Capt. Seymour, in a long report which reached the office yesterday, gives a good account of the state and progress of the works at this mine. We can only give an abstract, owing to its reaching us so late. The engine-shaft is sunk 2 fathoms below the 10, and a fresh contract taken to sink 10 fathoms deeper for 1300, which will take three months to complete. In the sinking the lode dips to the north-east, which appears to be the regular dip of all the ore ground yet opened on that counter lode. The north end is being driven by six men in a beautiful stratum of light blue killas. The present end is 14 fathoms from the shaft under the back of the east end west lode, seen in the lobby, and is expected to be cut in 5 fathoms further driving, when something good is expected; the driving cost is 3s. 10d. per ft. The south level has been driven through a good lode for 10 fathoms, leaving backs that will let at a low price, say 3s. 6d. or 4s. 10d. for copper. At present it is full of stuff, the men having been occupied in raising a trunk, but this is now completed. The new lode has been opened, and the hands were engaged in putting in air-pipes and a rail. The two pitches in the back of the adit are producing fair quantities of ore—copper, nickel, and cobalt. There are large piles of these ores, with silver, on the floors. On Monday last the dressing operations were commenced, ten hands being employed. The men who have the cobalt and the nickel pitch will get a good bargain, as no doubt the ore will sell at a very high price. From assays made the produce ought to be worth 100s. per ton, it being, as per sample sent up, 13½ per cent. for cobalt, and 9½ for nickel, and together 23½ per cent.; and it is well known that 15½ per cent. of cobalt can be caught in the crucible, it would be worth three times that value. The extraordinary rich character of these ores is attracting the notice of practical and scientific men, several of whom have visited and inspected the mine during the past week, amongst whom may be mentioned Mr. Fox, of Falmouth, Captain Thomas, of the North Devon, and Capt. John Williams, of Bristol, besides Mr. George Rowe, whose report appeared in the Journal last week. No doubt the cobalt in depth will change to copper, as the 10, directly under this cobalt bed, is in the bottom of the lode rich in yellow copper ore. The lode is widened from the adit to the 10, and the important change hoped for is verified—more spar and less flouan, or earthy matter, in the lode.

GREAT WHEAL FORTUNE.—One of the finest discoveries recently in Cornwall has been made in the Carnarvon part of this mine; the lode is still improving, and is now worth upwards of 2000, per ft.; it is a parallel lode to the rich Wheal Metal lode in Great Wheal Vor. Shares are in great demand, but few, if any, sellers.

GILLY MINE (Roch).—Upwards of half a century since a mine of considerable promise was opened in the parish of Roch, and from it, according to the statement of Mr. W. Tolan, who is now 81 years of age, a good deal of tin was raised 64 years ago, by streaming on the backs of the lodes; there were many branches of tin in the lode, upon which they sunk about 3 fms., but as they had no machinery they could sink no deeper. Since the period to which Mr. Tolan alludes an engine-shaft 14 fms. deep was sunk, a pit cut and a cross-cut driven to intersect the lode, but at what date these works were effected is not stated. Messrs. John Cannon, Wm. Roberts, John Rose, and Thomas Yelland, miners who worked in the mine, concur, however, in describing the lode intersected as fully 14 ft. wide, with many branches of solid tin 2 in. wide, the 6 ft. of the lode carried being worth from 5 to 6 cwts. of black tin to the 100 sacks. The Gilly Mine is a good property, and the shaft is now standing while a set of adventures might commence raising tin as soon as the water is out, and then be enabled to return large dividends at once. The cause of the mine being "knocked" is owing to a dispute with some of the shareholders—one of them claimed more shares than were allotted him. Some of the adventures returned the deed to the lord, thinking to take it up again after the dispute was settled, but on applying for it the lord refused to grant it again. The land now being sold an opportunity for re-working the sett is afforded. A small engine will keep the water and stamp the tin; the lode is free for mining, and the ground easy for exploring. The mine is well situated, and the dues are fixed at 1-2-4th. The stratum which prevails in the mine is clay-slate.

CROWLWY MINE (Llanidloes).—In my last, I informed you of a cross-cut being driven from the adit towards the lode, which is about 3 fms. before the end of the cross-cut; you may expect in my next to hear of the lode being cut, if so, it will be a good one. I hear of fine bunches of lead having already been raised from the cross-cut; this looks well.

MINING IN CARDIGANSHIRE.—The Cwch-ar-Arian and the Pantmawr Mines, situated in the parish of Llanbarnafawr, upon which a considerable sum has been expended by Mr. Edward Daniel, the former proprietor, are about to be re-worked, having been purchased by a company, to be called the Silver Bank Mining Company. The sett, comprising the two above-named mines, is intersected by the turnpike road from Abergystwyth, which places it about nine miles distant, consequently the facilities for the conveyance of the ore are great, Abergystwyth being the port of shipment. The mines extend under a surface of something like 160 acres, and some of the productive lodes in the county converge thereto. The company secures the entire benefit consequent upon the large output of the former proprietor, who, notwithstanding a limited mode of trial, opened sufficient ore ground to leave a profit, but the further development of the property was suspended in consequence of his death. The stratification is composed of clay-slate, computed by geologists to be 20,000 ft. thick, and is most congenial for the production of tin. Capt. Mathew, who is describing the tin lodes and prospects of these mines, states that the ground slopes to the eastward and northward, from which directions there are large ore lodes coming into the grant from great depths, some of the workings being 1200 ft. deeper than the summit—or, as is indicated by its name, Band—in which these veins are formed, and on which the mines are situated. One of these productive lodes, known as the Fox Path, is worked for ore home to the boundary, and a shaft is sunk on the ore within the boundary of these grants to the depth of some 6 or 7 fms. below the adit. Capt. Francis considers that the continuation of this shaft will be one of the most important of the company's operations, as the bottom of the shaft is said to be in line with the lode of Abergystwyth Mine. It is confidently expected that after certain works are completed, which together with the expense of erecting machinery for pumping, &c., will incur but a moderate outlay, the result will be a productive and remunerative property, and will be found to last much longer period than the term of the present lease, which extends over a period of 21 years from September of the present year. There is a partial supply of water available for the purposes of the mine, and capable of driving wheels of large diameter for pumping or otherwise; but arrangements can be made for a large and perpetual supply when required. The winding is now commenced under the provisions of the Limited Liability Act, will be divided into 5000 shares of 10, each, and thus possess a capital of 50,000. It is proposed to make a call of 5s. per share on the capital, and, if necessary, another similar call at the expiration of six months.

MINING IN THE ASHBURTON DISTRICT.

ATLAS MINES.—The 20-in. engine, on Sall's engine-shaft, works well. The shaft is now being sunk with all speed, and is expected shortly to intersect the tin lode. The 60 ft. stamping-wheel is in course of erection, and may be expected to be completed within a month. The railway from the engine-shaft to the stamps is in course of being laid down, so that when the lode is cut in the shaft, it is found to be productive everything will be in readiness to return the tin without delay.

HEYTOR NEW IRON MINES.—A discovery of magnetic ore has been made upon this sett, which consists of two fields in the Smallcombe estate, the property purchased by the South Devon Iron Company.

GREAT CENTRAL.—Nothing is done yet. Notice has been served upon the purchasers of the axes at the last sale not to remove them, on the ground that they belong to the Old Heytor Consols Company, and were sold by the latter to other parties. Chancery proceedings are threatened, all for 200. The men are still unpaid.

ASHBURTON UNITED.—The bottom level has considerably improved, and prospects begin to look a little more cheering. The late rains have afforded plenty of water for stamping; but a breakage in the drawing machine has caused a delay in that department. The sinking of the engine-shaft proceeds well, and the next lift will soon be down. Shares in this mine ought to be on the move.

WEST BEAM.—The operations recently commenced on this mine have ceased. This stoppage will be favourable to Ashburton United, since it relieves them from the apprehension of their water being taken away.

EAST ASHBURTON.—The operations on this mine are also stopped.

QUEEN OF DART.—There is very little doing here, and the mine is looking very poor. The present agent, Capt. Henry Richard, is said to be leaving for a situation in Cornwall.

KING OF DART has been suspended for some time.

KNIGHT OF DART.—Capt. Billing, who has got this sett, continues to work it at intervals by himself alone. This is probably the only instance of a mine being worked by one man personally on his own account, and shows a praiseworthy, although probably misplaced, perseverance. His progress in driving an adit from the Dart is, of course, slow; but he is still confident that, some day or other, he may cut a lode.

DEVON GREAT ELIZABETH.—This mine is progressing in a good and business-like manner, under the highly respectable management of Capt. Geyen, the same who has been so fortunate in the prize he received at the recent Exhibition of the Poly-

technic Society. The only thing to be said against the mine—now that it has got rid of all the puffing and misrepresentation to which your correspondent at the "Corner" so usefully drew attention—is that the engine-shaft is too near the boundary, where the lode is fast dipping out of the sett.

CAROLINE WHEAL PROSPER.—The materials on this mine were sold off about a month since, but within the last ten days an order has arrived from the Stannard Court to stop their removal. The career of the mine has been remarkable for its recklessness in the Ashburton district. It was commenced five years ago, under the auspices of Capt. William Y. Williams, of Buckfastleigh (late of Devon Great Elizabeth). The quantity of tin supposed to be discovered was so great that thirty heads of stamps were erected, and a long railway was laid down from the shaft to the floors. The whole of these great and costly preparations resulted in the sale of some insignificant quantity of tin, so insignificant that no return of it is given in Mr. Hunt's Statistics, but which is popularly stated at 10 cwts. Upwards of 80000, is reported to have been expended and lost on this mine. Although the materials have only been recently sold the workings have been suspended for more than two years.

MINING IN JAMAICA.

CLARENDON CONSOLIDATED MINING COMPANY.—J. Martin, Stamford Hill Mine, Sept. 23: The lode in the shaft sinking below the 58, is about 4 ft. wide, composed still of green carbonate, prisms, oxides of iron, with veins of yellow copper ore. We have seen more of the green carbonate the last 3 or 4 ft. sinking than we have since we commenced sinking below the 58. The men are making good progress in the sinking. We have made a communication with the winze sinking from the 46 to the 58 fathom level. We shall now push on the lode to the 60 ft. level, and the 58 ft. level on the cross-course, and see what the lode is to the east. We have still rainy weather but the water in the shaft is but little for our engine. All other parts of the mine are going on well.

WHEAL JAMAICA COPPER COMPANY.—Sept. 26: The works at Charing Cross continue under the direction of Capt. Francis, who superintends the mine, and keeps the timbering, &c., properly looked after, so as to be ready whenever so ordered to commence stoppage.

ELLERSLIE AND BARDOWIE MINING COMPANY.—Sept. 26: We have not yet re-intersected the 10 ft. lode, but next packet will convey the result of our driving to you, as it will be decided by then.

CORK AND KINSALE JUNCTION RAILWAY COMPANY.

The first half-yearly meeting of proprietors was held at the company's offices, Gracechurch-street, on Tuesday.

Sir Cusack P. Boney (in absence of Lord Kinsale, Chairman of the company) presided. Mr. Wood (the secretary) read the notice convening the meeting, and the directors' report, as follows:—

The contract works for the entire line have been let to the eminent firm of Messrs. Trowdale and Son, railway contractors, of Stockton-on-Tees, upon satisfactory terms; the total sum for completing the ten miles of railway, ready for receiving the engines and carriages, being £1,491, or 4100, a mile. The Board of Trade having required the company to substitute several stone bridges in lieu of the level crossings originally intended on the line, a clause authorising such alteration has been introduced into the special Act. This addition to the original estimate will amount to between 3000, and 4000, but the cost thereof is included in the above contract sum of £1,491, and although the effect in the end will be somewhat to increase the cost of the line, yet full equivalent will be obtained in reduced working expenses and increased safety. Your directors have learned with satisfaction that an independent company, with limited liability, has been formed for the purpose of erecting a marine hotel and floating bath at the harbour of Kinsale, and that both undertakings are to be finished contemporaneously with the opening of the railway. The directors consider that such projects, when completed, must considerably conduce to the traffic of the railway, and prove a source of much attraction and convenience not only to local interests, but also to English tourists and travellers on the route between Cork, Glengarriff, and Killarney, and the Cork and Brandon Railway. In reference to the property of your line, the board refer with pleasure to the continued increase of the receipts on the Cork and Brandon Railway, which have now reached the sum of from 18, to 20, per mile per week, and considering the various elements of traffic that can be developed on the Kinsale Junction line, the pleasure and tourist traffic especially included, your directors hope that they are not too sanguine in anticipating a similar mileage traffic on their line; and taking into account the cheap cost of the railway, and the favourable working arrangements made with the Cork and Brandon Company for providing the rolling stock and working the traffic—viz. for 30 per cent. of the gross traffic receipts—the dividend prospects of the line must be considered satisfactory by the shareholders. The proprietors will be called upon to elect two auditors at this meeting, who must be duly qualified shareholders of the company. A considerable extent of land has been delivered to the contractors, and the necessary steps are being taken for obtaining possession of the remaining lands required. The contractors have lately commenced the works of the line, which are now in active operation; and the directors have every reason to expect that the railway will be completed within the time stipulated in the contract.

The accounts showed receipts on capital account, including 4000, in debentures, 10,354, the total capital of the company being 25,200, in shares, and borrowing powers to the extent of 15,000, of these debentures being taken up by the contractors.

The receipt of the works, which were already making satisfactory progress, and the directors had no doubt that they would be able to open the line at an early period. They had made an excellent arrangement with the Cork and Brandon Railway Company, by which the Cork and Kinsale Company insured for itself a certainty of 70 per cent. for every pound earned from the railway—that is to say, the Cork and Brandon Railway Company had agreed to work the line for them, finding engines, rolling stock, and other requisite materials, at the rate of 50 per cent. They had also obtained other facilities which could be considered as decidedly tending to improve the value of their property. He would, in conclusion, move the adoption of the report and accounts. Mr. Winkworth (a director) had great pleasure in seconding the motion, and he was sure the proprietors would feel obliged by the lucid statement just given by his friend in the chair. Certainly in all his (Mr. Winkworth's) experience he scarcely ever knew an instance of so complete and rapid an inauguration of a company as their own, for in the short space of 18 months they had obtained their Act, surveyed the ground, completed their land purchases, had "turned the first sod," and at that very moment their line was in course of construction. Under all those circumstances, he thought they could safely congratulate themselves on the achievement of a consummation devoutly to be wished.

Mr. F. T. Mackintosh proposed that 3500, be allowed to the directors for their past services, and that 2500, per annum be allowed for the future. He was sure the shareholders would pass that resolution with a great deal of pleasure, looking to the satisfactory manner in which their affairs had been conducted.

The resolution, being duly seconded, was put and carried unanimously. The Chairman returned thanks for the resolution which the meeting had been pleased to pass; but he wished to couple that with the next resolution. Probably they would never have been in the present favourable position but for the gentleman about whom he was going to speak—that was their indefatigable secretary, Mr. Wood, who, from the commencement, had been exercising his utmost endeavours in promoting the line, and expediting its completion. To him the proprietors owed much, and he had great pleasure in proposing that 3000, per annum be allowed to that gentleman, including office duties, and an office clerk.—The motion being put was carried unanimously.

Mr. H. Tennant, accountant of the North-Eastern Railway, and Mr. C. Bell, were appointed auditors, with a remuneration of 100, each for their services.

It was then resolved that the half-yearly meetings be held on the third Wednesday in February and August, respectively, and the Chairman terminated the proceedings.

The usual compliment to the Chairman terminated the proceedings.

Our Liverpool commercial correspondent (Mr. Samuel Hill) reports that the local engineers and great shipbuilders are well employed, and that Mr. Clay, at the Mersey Iron-works, has just finished a large intermediate crank-shaft, about 25 tons weight, manufactured by the large steam-hammer recently erected, which works very well. Another new feature at these works is the manufacture of steel guns, which seem in great request at present. Lloyd's surveyors are carefully watching the application of puddled steel-plates to shipbuilding purposes, the desire being to have them as thin as possible, on account of their being more than double the value of ordinary iron plates; and most important this vigilance is, as the question involves both life and property, and too much caution cannot, therefore, be exercised in determining that, according to tonnage, the plates used are sufficiently strong, as in consequence of the comparatively recent introduction of this material no arbitrary principles or formula can be laid down for the surveyor's guidance. Actual experiment in each case must decide the question of thickness.

EXTRAORDINARY STEAM-HAMMER.—An enormous steam-hammer, on Saylor's patent principle, for the Victorian Railway Company of Australia, has just been made by the Kirkstall Forge Company, Leeds, for manufacturing large forgings. The hammer is upon the double and single action principle—that is, it is not only lifted by the pressure of steam from below, but the natural effect of gravity of the falling hammer is assisted by the pressure of steam from above. By this means additional momentum is imparted, and the hammer falls the greater force of the blow, and the slower is the speed of working. The hammer is thus finished at one heat, saving both the fuel and time of second heats, also deterioration and waste of iron. The effect of the blow of this immense hammer will be equal to the momentum acquired by 16 tons making 40 blows per minute. The hammer can be made to work double or single-acting instantaneously; and by the adjusting valve gearing the length of stroke and force of blow can be changed also instantly. In all gravity hammers the effect of the blow is dependent on the weight of the hammer, multiplied by the height of its fall, and consequently the greater the distance it falls the greater the force of the blow, and the slower is the speed of working. In the double-action hammer thrice the force of blow can be given at double the speed. The principal dimensions and weights are—timber foundation, 26 feet by 24 ft. 6 in., depth 13 ft.; cast-iron anvil block, base 11 ft. 6 in. by 9 ft. 6 in., 30 tons weight; base plate to receive standards, 19 feet 6 in. by 15 feet 6 in., 14 tons weight; standards 10 ft. 6 in. apart, weight 15 tons; height from ground to top of steam cylinder, 21 ft. 6 in.; weight of all about 75 tons. Steam to work this hammer is generated from the furnace in which the work to be operated upon is heated, the boiler, upon Saylor's patent vertical principle, forming the chimney, and the heat passing up four flues in the same, thus economising fuel and avoiding the expense of a brick chimney. The boiler is 6 ft. 6 in. in diameter, and 30 ft. long, weight 15 tons. The weight of the whole apparatus, including boiler and mountings, is about 190 tons.

Among the Australian companies now attracting attention is the Australian Mining Company, on the shares of which 7½ p. 6d. has been expended, and are selling at the small sum of 10s. The company have fresh property worth 30s. per share, and a present income of 8000, or 9000, per annum, irrespective of any discovery of copper or gold.

WEEKLY LIST OF NEW PATENTS.

GRANTS OF PROVISIONAL PROTECTION FOR SIX MONTHS.—T. Elliott, Manchester: Improvements in lubricators, especially applicable to steam-engines.—W. A. Jowett, Sawley: Breaks for railway and other carriages, with means of communication between guard and conductor and driver.—R. B. Mowbray, T. Coatsman, Manchester: Machinery or apparatus connected with and applicable to steam-boilers and heating apparatus.—E. Jones, Dudley: Improvement or improvements in the manufacture of coke in open coke fires, or heaps.—J. R. Pugsley, Royal Mint-street, Manchester: Apparatus for transmitting motive power.—W. J. Doukino, Manchester: Traction engines.—A. W. Williamson, University College, L. Perkins, Gray's Inn-road: Steam-boilers.—W. Hartley, Bury: Steam-engines.—W. H. Buckland, Master of works, Glamorgan: Preparation of peat.—Messrs. Dailly and Co., Paris: Construction of apparatus for re-working the waste steam of steam-engines.—Hon. W. E. Cochrane, Regent's-park: Chairs and apparatus for receiving and securing the ends of the rails of railways.—W. Parkin, Sheffield, J. Bates, Hyde: Wedges for railway chairs.—Th. Dallenbach, Solmsch, Belgium: Reverbatory, puddling, and other furnaces employed in the manufacture of iron.—J. Waight, South Stock: Apparatus for raising water and minerals from mines, which improvements are applicable for raising and hauling weights generally.—E. Moorewood, Enfield: Coating metals.—J. Mason, New York, U.S.: Generating steam.—J. and J. Thompson, Northwich: Manufacture of salt by an improved and more economical mode.—J. J. Kington, Manchester: Annealing furnaces.—W. L. Earle, Bedford-square: Improvements in apparatus for promoting the combustion of smoke and gases arising from fuel.—W. Hopkins, Birmingham: Improved steam-engine.—William Hulme, Newton Heath, near Manchester: Construction of railway turntables and cranes.

MINE CAGE MACHINERY.—In ordinary known cage machinery one chair is used, which is fastened to the drawing rope by a strong chain, and this, in the chair, is connected with the cage, comes in contact with the rope, and is immediately severed the rope, chain, or band, and involves it, with the cage, in destruction; and if, also, it should be drawn over the wheel instant and certain destruction of the cage and apparatus, with its contents, is the result. According to the invention of Mr. Calow, of Stavely, an upper and lower chair are employed, which are connected on each side by rods, and which chairs carry the levels underneath. The platform on the upper chair carries the coal tub, and is attached to levers by joint rods, and a spring is applied underneath the upper portion of the outer chair, which will facilitate the action of the levers; and in case of accident by the expansion of the outer chain on the ends of the levers, and in case of accident by the expansion of the outer chain, combined with the weight of the lead and the inner chair, with the shield, chains, &c., the levers are instantly applied, thereby preventing the fall of the chairs.

METALLIC ALLOY.—Mr. Robert Mushet has patented an invention (No. 690) being the eleventh in 1859, and since which he has petitioned for nine other patents, which consists in an alloy of tungsten, iron, and manganese, made by melting together reduced or deoxidized wolfram or tungsten ore, or oxide of tungsten, and a metallic compound of iron and manganese, containing carbon, such as the white crystalline iron or pig metal made in Klenish Forge, and called "spiegel Eisen."

PARAGON LABORATORY FURNACE.—Mr. H. W. Patrick, Acton, provisionally specified an invention which consists in combining in one apparatus a smelting furnace, cupelling furnace, annealing furnace or oven, digester, with a dry hot bath for dry heats, a sand bath and a steam bath, a brazing lamp, to be used separately or detached, and the whole so constructed that it can be heated by coal gas or other fuel, a portable funnel connecting the furnace with the flue of the chimney. The portion of the apparatus for smelting and cupelling he prefers to make round and somewhat tapering to the bottom, or egg shaped, and horizontally grooved or corrugated with small strips of mica, to hold a crucible or other vessel in the centre, and with a portable cover, with or without a funnel in it; a second bath is used in connection with this portion of the apparatus. The egg-like form appears to be employed, wherever practicable, throughout the invention.

ROTARY STEAM-ENGINE.—According to the invention of Mr. Samuel Huse, of the United States, the central axle is mounted in fixed heads, the space between which is covered by an outer case, within which, and concentric with it and the axle, is fixed a hollow cylinder, the flanges at the ends of which are secured to the fixed heads, and carry the outer casing. A straight partition, extending from one flange to the other in a line parallel with the axis of the cylinder, divides the space formed between the cylinder and the outer case, and a helical partition starting from one flange winds half way round the outside of the cylinder to the second flange. Both these partitions are steam-tight, and form steam-chambers outside the cylinder. Within the cylinder two faces are fitted, the same being secured one to either fixed head, and steam passages are formed through them and through the cylinder. Keyed to the central axle is a hub, which carries two discs, and is slotted radially and longitudinally to receive sliding pistons or valves, which work through the discs, and bear against the face of the same. In the periphery of the outer case of the engine, and at opposite sides of the case, openings are made for the induction and ejection of steam. When the steam has entered the outer case it passes through a passage open to it in the cylinder, and through the corresponding passage in the can; on emerging from this passage it enters a space between two pistons, and bounded by the can on one side and a disc on the other. Here it exerts its force upon the forward sliding piston presented to its action, driving it forward until it has arrived at the exit port.

MANUFACTURE OF PAPER.—After a large number of experiments, Dr. Colling has succeeded in manufacturing a paper from straw which is in every respect equal to rag paper—many reams having already been finished. By his mode of treating the straw he splits it and separates the silica and gluten without in any way injuring the fibre. Baron Liebig has pronounced a very favourable opinion of the invention, and of the manufactured article, and we understand that in a few days the necessary arrangements will be complete for showing the entire process necessary for converting two tons of straw into a ton of first class printing paper.

From the Tasmanian papers, it appears that several public meetings have been held in the colony in connection with the gold discoveries. At one, on August 9, Mr. H. J. Emmett stated that specimens of quartz from Circular Head (the Van Diemen's Land Company's property) averaged as high as eight ounces of gold to the ton, and some even 15 ounces. Half a ton of quartz had been forwarded to Melbourne to be crushed, and the result would soon be known. Exploring parties were about to start for Campbell's range and the River Heillyer. A company had been formed, called the People's Quartz Crushing Company. At another meeting, held at Leith (River Forth), Mr. Smith, who had found gold in the district, mentioned that "on each of his three journeys he had discovered gold to exist—first on the Wilnot, a river running into the Forth, above the junction of the Wilnot, and some distance below the ford at the Middlesex Plains. It was thus evident that an extensive area was auriferous." He expressed an opinion that "the district on the south of Middlesex Plains would prove still richer than that on the north, but a large extent of country on all sides would produce more or less gold."

THE WYNSGAN SLATE COMPANY (Festiniog).—The official manager, Mr. W. H. McCright, appointed under the winding-up order of this company, is now paying off the liabilities, and it is pleasing to observe that the poor working men are the first selected by him as the object of his considerate sympathy. Mr. Williams's (the manager) appearance here on the 12th inst. to discharge the various small claims, was hailed by the poor men with unequivocal rejoicing, as many had given up the faintest hope of ever receiving a penny. It is to be earnestly hoped the quarries will now be resumed at once, as it is well known they contain a body of slate rock equal in quality to any in the neighbourhood, and the whole of the well-arranged machinery, inclines, and working apparatus are perfectly new. It is deplorable to see the works idle, especially when we consider the demand for slate far exceeds the supply of that very valuable material, the—BLAZ VIZ.

If gunpowder can be covered with spirits of turpentine, the latter only, when ignited, will burn.

The steam-vessels of the Royal Navy are estimated to consume about 750,000 tons of coal per annum.

The superstructure of the Boyne Viaduct comprises 740 tons of iron, the cost of which was 247, 10s. per ton.

At the Muirkirk iron-works the blast was formerly carried for a distance of half a mile from the blowing-engine to the furnace.

Locomotive engine tyres 2 in. thick, and of a diameter of 4½ ft., have been set with a shrinkage of 1½ in the inner circumference, and that without bursting, or becoming loose.

315,000 miles of iron wire were used in the manufacture of the Atlantic telegraph cable, there being 18 covering strands of seven wires each, or 126 wires in all, in the outer sheathing.

In extreme cold the best iron becomes very brittle. Railway machinery, for example, could not be worked in the cold of the Arctic winters, even if no other difficulties were present.—Engineer.

DHOOON MINING COMPANY (LIMITED), ISLE OF MAN.—THE ANNUAL GENERAL MEETING of this company will be held at the offices, 3, Sise-lane, London, E.C., on WEDNESDAY, the 24th November, at Two o'clock. 3, Sise-lane, October 21, 1859. W. R. DOWNMAN, Sec.

IRONWORKS AND ANTHRACITE COLLIERIES (FREEHOLD).—TO BE ABSOLUTELY SOLD, OR LET ON LEASE, at low royalties, VALUABLE IRONWORKS, situated three miles from the Kidwelly railway, on the main line of the South Wales Railway, and five miles from the excellent harbour of Barry Port, Carmarthenshire, with which there is a direct communication by railway and canal.

The ironworks comprise TWO SMELTING FURNACES for pig-iron, capital BLAST ENGINE, 120 horse power, cast-house, and refineries.

The mining, coal, and other works comprise, PUMPING, WINDING, and HYDRAULIC ENGINES, surface railways and tramways, pits, levels, and underground roads.

Among the moveable effects are barges, wagons, trams, cranes, foundry and miners' tools. There are workmen's cottages, with convenient manager's house, office and shop. The mineral ground extends under nearly 750 acres, and comprises 20 veins of coal, having an aggregate thickness of 67 ft., and various rich courses of ironstone. The coal is of the best burning class of anthracite, especially valuable for iron making and steam purposes. The freehold of the above 750 acres, which would let for about 1½ per acre for agricultural purposes, can be purchased if wished.

For further particulars apply by letter to "Anthracite," at Messrs. Scarborough and Alderson's, 5, Bloomsbury-square, London, W.C.; or to Mr. John BARNES, engineer, New Cut, Swansea.

THE MAUDLIN MINING COMPANY (LIMITED).

In 2484 shares (new issue) of £1 each.

COMMITTEE OF MANAGEMENT.

CHARLES KEMP DYER, Esq., Liverpool.

ROBERT MCCONNELL, Esq., Liverpool.

(A third gentleman to be elected at the general meeting of shareholders.)

MANAGER AT THE MINES—Capt. W. Frenzy, of Lostwithiel.

SECRETARY—Mr. Samuel Cardozo, 3, Old Broad-street, London.

The above mines adjoin the Royal Restormel Mines, in Llanvilly, Cornwall, and are held by deed from the Royal Duchy for 20 years, from May 7, 1852, at the moderate rate of 1-2-0th.

The present proprietors have expended £15,000, and the engine-shaft has been sunk 68 fms., level driven, and other workings, as detailed weekly in the Mining Journal. The level plans, and all other documents of the mine, may be had on application to the committee, manager, or secretary, by early application.

CARDIFF AND CAERPHILLY IRON COMPANY (LIMITED).

Incorporated under the Joint Stock Companies Acts, 1856 and 1857.
Capital £100,000, in 20,000 shares of £5 each, with power to increase.
Deposit £1 per share, to be paid on allotment.—Subsequent calls not to exceed £1 per share, nor to be made at intervals than two months.
BANKERS—The Commercial Bank of London.
CONSULTING ENGINEER—Sir Charles Fox.
SOLICITORS—Messrs. Phillips, Greenhill, and Lynch.
SECRETARY—Mr. Thomas J. Holmes.
OFFICES—CANNON HOUSE, QUEEN STREET, CHEAPSIDE.

This company is established for the manufacture of pig-iron solely, for which purpose three blast furnaces will be erected at a point close to the junction near Taff's Well of the Taff Vale and Rhymney Railways, only 6½ miles from the Port of Cardiff. The property of the company consists of the minerals under 700 acres of land, in the parishes of Caerphilly and Eglwysilan, in the county of Glamorgan, consisting of argillaceous iron ore, blackband ironstone, coal, limestone, fire-clay, building stone, &c.

Iron of a very rich quality and limestone crop out within a few yards of the site of the furnaces, thereby materially lessening the costs of transit. The iron field has been inspected by Sir Charles Fox and several practical men, who have expressed their high opinion of the iron that will be produced from the ore. The sale of surplus iron ore to ironmasters will produce a large revenue.

The Glyn Colliery also belongs to the company, and is situated only 8½ miles from the site of the furnaces, in full working order, capable of raising per day a large quantity of the best smelting coal.

Attention is requested to the fact that the ironworks are established for the manufacture of pig-iron only; and being near a shipping port the expense of transit is almost nominal.—For further information and shares, apply to the secretary, at the company's office, Cannon House, Cheapside, where plans, &c., of the property can be seen.

THE CASTLETOWN NEW COPPER MINING COMPANY (LIMITED).

Capital £27,000, in shares of £1 each.
£5. per share to be paid on application, £1 on allotment, and the remainder as may be required by the directors, in at least two instalments.

DIRECTORS.
Capt. LEICESTER VERNON, R.E., M.P., Ardington House, Berks, Chairman.
JOHN DAVID BARRY, Esq., Thurlow-square, Director of the Paris and Orleans group of Railways.
HENRY O'MALLEY, Esq., Downside, Epsom, and Kilboone, Ireland.
JOHN HAMILTON CLEMENT, Esq., F.G.S., Gloucester-terrace, Kensington.
LAWRENCE LAWRENCE, Esq., Grange Villa, Dalston.
MORTY DOWLING, Esq., Maryle, Skibbereen.
THOMAS B. COSTELLO, Esq., Park-place, Paddington.
(With power to add to their number.)

BANKERS.
Messrs. Masterman and Co., Nicholas-lane, Lombard-street.
Herries, Farquhar, and Co., St. James's-street.
The Provincial Bank of Ireland; branches in Dublin and Skibbereen.

ROCKERS.
London—Messrs. Lind and Rickard, 8, Bank Chambers, Lothbury.
Dublin—Messrs. Bruce and Symes.
Liverpool—Messrs. S. R. and R. Healey.
Manchester—Messrs. Shore and Kirk.
Glasgow—S. M. and Co.
Leam—Messrs. A. Pennington and Co.

SECRETARIES—Messrs. Blachoff, Cox, and Bompas, 19, Coleman-street; T. M. McCarthy, Esq., Esq., Skibbereen.

AUDITORS—To be elected annually by the shareholders.

SECRETARY—Mr. G. F. Green.

OFFICES—4½, WARFORD COURT, THROGMOLTON STREET.

These valuable mines are situated at Rawnoothall, near Skibbereen, in the barony of West Carbery, in the county of Cork.

The clay-slate formation of this district is well known to abound in copper ore of a rich quality and high percentage, and although disappointment has undoubtedly been caused by certain failures in it, yet it is equally notorious that they have arisen purely from mismanagement and inadequacy of capital, and not from the absence or failure of the mineral. The whole of which will be available in bringing the property into this condition upon this property, which extends over 1800 acres, and is most advantageously situated for mining purposes. The lodes yield rich ore at a few feet from surface in strata of the most promising character for containing large deposits. The ground is inexpensive to work, water is abundant, labour is cheap, and the port of Castletownend is only three miles distant. Dublin can be reached in 14 hours, and London in 28, distances which arrangements now in progress will materially shorten.

Two distinct mines have been opened.
At the North Mine, a great extent of valuable ore ground has been laid open, and 1900 tons of ore struck off in great readiness for dressing, the proper machinery for which is all that is wanting to secure an immediate and very large monthly profit from this part of the property. Convenient dressing-floors are here constructed, and all buildings, shops, &c., necessary for operations on a large scale are erected.

At the South Mine, from the fine courses of ore discovered, it is expected that a moderate additional outlay will produce a rich and lasting mine; whilst the other lodes have every indication of requiring but a moderate outlay to render them speedily profitable. Many thousands pounds have been expended in bringing the property into this condition, the whole of which will be available to this company, for whom a new lease has been secured for 21 years, at the moderate royalty of 1-15th.

The above encouraging prospects are vouched for by the reports of Captains Matthew Francis and Thomas Killo, to which attention is invited, and from which the directors are justified in looking forward, under the exercise of honest and judicious management, to very large profits for many years, commencing immediately at a high rate, and progressing with the development of the property.

To ensure this, a local sub-committee will superintend all disbursements and operations upon the spot, without seeking remuneration until success has been secured. Prospectuses, forms of application for shares, and all information, may be obtained at the company's office, or from the solicitors and different brokers, or will be forwarded, post free, on addressing the secretary.

CROOKHAVEN MINING COMPANY (LIMITED)

Capital £20,000, in 4000 shares of £5 each.

Incorporated by Act of Parliament, 19 and 20 Vic., cap. 47, sec. 4 and 5.

DIRECTORS.
Sir JAMES DOWDALL, 20, Molesworth-street, Dublin.
Col. BUSH, 55, York-terrace, Regent's-park, London.
ALEX. EDW. MCCLINTOCK, Esq., 58, Rutland-square West, Dublin.
J. G. WILSON, Esq., M.D., 10, Bury House, Bath.
JAMES WRIGHT, Esq., C.E., 4, New Bridge-street, Blackfriars, London.
JOHN B. BASKHEAD, Esq., Fancourt, Ballynagga, County Dublin.
T. E. GREENHOW, Esq., 147, Fenchurch-street, London.
W. M. ALLEN, Esq., 43, Lower Denbigh-street, Dublin.
B. HUNGERFORD, Esq., J.P., Ballyricard, 27, Devonshire-place, Brighton.
T. W. SYMONS, Esq., J.P., Ballyricard, near Crookhaven.

SOLICITORS—R. D. Kane, Esq., 73, Talbot-street, Dublin; Edward Moss, Esq., 23, Moorgate-street, London.

BANKERS—London: Bank of London.—Dublin: Royal Bank of Ireland.

ROCKERS.
Messrs. Robert Podmore and Co., 1, Hatton-court, Threadneedle-street, London.
Messrs. Bruce and Symes, 37, Dame-street, Dublin.
Edward Fox, Esq., Government Stockbroker, 51, Dame-street, Dublin.
Arthur McMahon, Esq., 13, Westmoreland-street.
John Kemson Thorne, Esq., 29, Clare-street, Bristol.
T. E. W. Thomas, Esq., 11, Dale-street, Liverpool.

SECRETARY—Frederick S. Hemming, Esq.

OFFICES.
32, MOORGATE STREET, LONDON; 63, UPPER SACKVILLE ST., DUBLIN.

The object of the company is to work mines in the province of Munster, particularly those known as the Crookhaven Mines, in the parish of Kilmoe, in the county of Cork, the lease of which, including all the machinery and plant, consisting of steam-engine, boiler, crusher, pumps, air machine, pit pump, pitwork, &c., the dressing floors, stores, shops, &c., is being purchased by this company.

The mining resources of Ireland, from various circumstances, have hitherto been comparatively neglected, notwithstanding that where development has taken place the returns have averaged larger profits than either in England or Scotland.

The Crookhaven Mines are in the same mining district as the celebrated Berehaven Mines, the richest for copper in Ireland, which have returned immense profits for many years, and are still richer in depth. The Crookhaven lodes are said to run parallel to these, and appear to have equal chances of being as rich in depth. They are most advantageously situated, bounded on the south by the Atlantic, and on the north by the large and commodious harbour of Crookhaven, which affords unequal facilities for shipment of ore, coals, material, &c., the carriage to put on board not costing more than a few pence per ton.

The site is extensive, being about a mile long on the course of the lodes. The terms of the lease are exceedingly liberal; the time, 30 years from Jan., 1859, and renewable for 31 years at the lessee's option, upon payment of a fine of £1000, the royalty 1-20th.

A small private company commenced these valuable mines in September, 1851, and subscribed a capital of £10,000. The discovery was considered to be one offering extraordinary and unusual prospects of success, as no less than 10 copper lodes were proved to concentrate on this property, between parallels of about 60 fms. On one of these lodes very rich copper ore was discovered at surface, which, according to an assay made by Messrs. Johnson and Co., assayers to the Bank of England, contained 59 per cent. of fine copper, and 45 ozs. of silver to the ton. The ore was worked to the 7 fathom level, and about £500 worth sold, when further progress could not be made without machinery.

A steam-engine of 20 h.p. cylinder was then erected, a good permanent shaft sunk 42 fms. deep, and a cross-cut commencing in the 10 fathom level to come under the rich copper found above; this was driven about 20 fms., leaving about 20 fms. more to drive, when the subscribed capital of the company was exhausted. A plan was projected for raising additional capital by the issue of new shares, but owing to the inability of some of the shareholders to contribute further, they could not arrive at a unanimous decision, and the consequence was that the concern was thrown into Chancery, since which no work has been done at the mines. At one period when the works were in operation, the value of the property had increased to a premium of 60 per cent.

Both directors and shareholders of the former company have come forward for shares in the present undertaking, and about one-half of the required capital is already subscribed for, so that the works will be immediately commenced.

No bonus, either in money or free shares, will be given by the company to promoters. The reports from some of the highest mining authorities will sufficiently prove the value of the undertaking.

Application for shares either to be made at the company's office, or to the brokers. A deposit of 2s. 6d. to be paid on application, and 2s. 6d. per share within 30 days after allotment. Calls will afterwards not exceed 2s. 6d. at intervals of three months, and it is confidently expected that not more than one-third of the working capital will be required. Detailed prospectuses, with reports from Capt. Joshua Richards of Devon Great Consols, Capt. John Evans of the Carrington Mines, Capt. TOWNKIN of the Dundermine Mine, Capt. HENRY THOMAS of Crookhaven, FRANCIS LEASE, mining and civil engineer, and GEORGE HENWOOD, mining engineer, can be had on application to the secretary, 32, Moorgate-street, London, where samples of the copper ore can be seen.

N.B.—The company being limited, shareholders cannot, under any circumstances, be liable for more than the amount of the shares for which they subscribe.

Board of Trade.**EXTENSION OF THE TIME FIXED FOR RECEIVING TENDERS FOR THE PALMOUTH AND GIBRALTAR TELEGRAPH TO THE 26TH OCTOBER.—THE LORDS OF THE COMMITTEE OF THE FRIVY COUNCIL FOR TRADE ARE PREPARED TO RECEIVE TENDERS FOR THE MANUFACTURE OF THE OUTER COVERING AND THE LAYING OF A SUBMARINE TELEGRAPH CABLE TO GIBRALTAR.**

Copies of the specification can be obtained at the Board of Trade, Whitehall, or at the offices of Messrs. Gishorne and Forder, engineers, 4, Duke-street, Adelphi.

Tenders to be sent in to the Secretary of the Board of Trade, marked "Tender for Paltmouth and Gibraltar Telegraph," on or before the 26th inst.

Tenders which have been already sent in may be withdrawn.

The Lords of the Committee of Privy Council for Trade do not bind themselves to accept the lowest or any of the tenders.

DOUGLAS GANTON.
Board of Trade, October 8, 1859.

CONSOLIDATED COPPER MINES OF COBRE—MINING CAPTAIN.—WANTED, a second MINING CAPTAIN for the above-named association.

Parties desiring to obtain the above appointment are requested to apply at the company's offices, Gresham-house, Old Broad-street, London. The applications are to be by letter, addressed to the directors of the company, stating full name and address of the party applying, where he has been previously employed, with references as to competency and character. Particulars of the appointment may be obtained at the company's offices.

WANTED, a PARTNER with a small capital to ASSIST in CARRYING OUT some NEW and VALUABLE INVENTIONS for the WORKING OF COAL MINES.—Apply to Mr. E. R. WILLIAMS, solicitor, 26, Bennett's-hill, Birmingham.

WANTED, a PERSON OF EXPERIENCE, CAPABLE OF DIRECTING THE CONSTRUCTION OF FURNACES FOR CALCINING CALAMINE, and of SUPERINTENDING THE WORKING OF THE SAME. His services would be required in Spain. One speaking Spanish or French would be preferred.—Address by letter, "A. B.," care of J. R. Yglesias and Co., Bond Court House, Walbrook, London, E.C.

WANTED, an AGENCY in LONDON, by a very old house, with a good connection in the METAL TRADES, having large warehouses in the heart of the City. Security and first-rate references given.—Full particulars by letter, from only highly respectable houses, addressed to "A. A.," care of Messrs. Dawson and Son, 74, Cannon-street, E.C., will receive a prompt reply.**WANTED by the ADVERTISER, who has had 21 years' experience in the iron trades of South Wales and England. AN APPOINTMENT at home or abroad. Has had the general management of an ironworks company (under the Limited Liability Act), and with which are connected rivet shops, fitting shops, and foundry, for the last 18 months, and for several years managed a department in one of the largest contractors and engineering establishments in England. Is a competent book-keeper, accountant, and correspondent, and can give security for £1000. References and testimonials over 20 years.—Address, "Alpha," Post-office, Ulverston.****HEAT GAUGE, OR PYROMETER, FOR HIGH TEMPERATURES.**

This gauge is extensively used for heating stoves of blast furnaces, boiler flues, locomotive smoke boxes, superheated steam, &c.

Patented by W. H. Gauntlett, Southbank, Middlesex—on Toots.

London: B. Samuelson, 76, Cannon-street West.

SAMUEL HILL, METAL BROKER AND COMMISSION AGENT, 11, LOWER CASTLE STREET, NEAR WATER STREET, LIVERPOOL, has SPECIFICATIONS generally in HAND for TIN PLATES, CHARCOAL, and COKE WASTERS, suitable for Birmingham, Bristol, Hull, Manchester, and Wolverhampton. Shipping orders for manufactured iron, &c., carefully attended to in all their details.**THE STANDARD SILVER-LEAD MINING COMPANY (LIMITED).**

Divided into 4000 shares. Limiting the liability under the "Cost-book System."

BANKERS—Sir John William Lubbock, Bart., Foster and Co., London; Devon and Cornwall, Liskeard, Cornwall.

CONSULTING AGENT—Capt. Wm. Taylor, of West Cardon.

RESIDENT AGENT—Capt. Wm. Battis, of Cradock Moor.

PURSER—Mr. E. A. Croft, of Cradock Moor, and Wm. and Wm. Laddock.

SECRETARY—Mr. Thomas Fuller.

OFFICES—51, THREADNEEDLE STREET, LONDON.

This valuable property is situated in the parish of St. Ives, Cornwall, and is surrounded by the rich silver-lead mines, Wheal Mary Ann, Treliavan, Herodick, Looe, and Wheal Wrey; also the copper mines, West and South Cardon, Cradock Moor, Marke Valley, Phoenix, and other rich and profitable dividend-paying mines.

Upwards of £4000 have been beneficially expended in the development of this mine, an engine-shaft is sunk 30 fms. below the adit, and levels extended on the course of the lodes, which are proved to be rich in silver-lead ore.

The necessary buildings are erected, and a powerful water-wheel, 40 ft. diameter, and crusher of sufficient power to crush 100 tons per month, complete.

The adjoining land to the north has been contested for by many persons, including the former proprietors in this mine, and has at length been granted by Lord Ashburton upon favourable terms.

It is seldom that such an opportunity is presented of investing a small amount of money to gain a prize in this particular class of security, there being so much work done that it requires but a very little additional outlay to reap the full advantage of time occupied in proving the mine and cost incurred, amounting to several thousands of pounds. Application for shares to be made to the secretary, Mr. THOMAS FULLER, 51, Threadneedle-street, London; or to Mr. E. A. Croft, the purser, Liskeard, Cornwall; but no application will be received unless accompanied by the deposit of 5s. per share, when a certificate will be issued accordingly.

The committee will be chosen at the first general meeting.

FORM OF APPLICATION FOR SHARES.

TO THE SECRETARY.—Sir: I request you will allow me shares in the Standard Silver-Lead Mining Company, and I herewith enclose you 5s. per share deposit upon such shares, and I hereby agree to pay the calls, as may be required in accordance with the constitution of the company.

Dated this day of 1859. Christian name in full..... Address.....

WEST SNAILBEACH LEAD MINING COMPANY (LIMITED).

Registered pursuant to the Joint-Stock Companies Acts, 1856 and 1857.

Capital £10,000, in 10,000 shares of £1 each, payable on allotment.

PROMOTORS AND DIRECTORS.

JOHN BOURNE, Esq., Hilderstone Hall, Staffordshire.

Major HENRY FITZGERALD, Maperton House, Somerset.

Mr. HENRY GROVE, Cheshire, Staffordshire.

Mr. HENRY LANGLEY, Rakeway House, Cheshire, Staffordshire.

Mr. BETHUEL PHILLIPS, The Hall Green, Tean, Staffordshire.

Mr. THOMAS WESTON, Tean, Staffordshire.

BANKERS—Messrs. Roke, Eyles, and Co., Old Bank, Shrewsbury.

SOLICITOR—J. J. Peelo, Esq., Shrewsbury.

SECRETARY—Mr. J. D. Brunson.

REGISTERED OFFICES—5, BARGE YARD, BUCKLESBURY, LONDON, E.C.

In the county of Salop, at a distance of 15 miles south-west of Shrewsbury, there is a district which has been for ages productive of lead ore. At the present time the principal mine at work is Snailbeach, which is yielding a large revenue to its proprietors.

The property proposed to be worked by this company is situated about four miles west of Snailbeach, and lies in the direction of its lodes. It extends over more than 400 acres, and commands a large run of the lodes.

In and above the adit is a large lode, of from 5 to 10 ft. wide, of sulphate and carbonate of barytes; the quality is very good, and will at 16 fms. below the adit, as far as has been entered into for seven or eight fms. below the adit, per ton, delivered at the mine, which will leave a good profit. There is also some carbonate of barytes, which obtains a higher price than the sulphate, and can readily be sold. About 10,000 tons of the sulphate are in sight, and may be estimated to be worth 25000l. after all costs of raising are defrayed.

There are upon the mine all the buildings requisite for carrying on operations on a large scale.

Prospectuses and forms of application for shares may be obtained of the solicitor; and at the offices of the company, where may be seen specimens of the lead and barytes.

REPORT OF CAPTAIN STEPHEN EDDY.

Carlton Grange, Skipton, Sept. 24, 1859.—This mine is in a mineral district, in which many highly profitable mines have been wrought, and some of them are still yielding considerable profits. They lie west of the Snailbeach, and north of the Bog—the Grit and Gravel—and other mines; and in the class of rock known as the Llandello Flints of the Lower Silurian formation, in which almost the lead-producing mines of Shropshire are located. The set is very extensive, and in it many veins have been discovered and wrought upon to a limited extent. In some of them good bunches of ore were discovered near the surface. The principal veins that were found to carry ore, and to present features sufficiently encouraging to induce further development, were the Main Vein and Harrison's Vein. These veins have been opened on to some extent to the depth of the deep adit level. Some points of interest were laid open, and trials made, but hitherto they have not led to the discovery of any ground that can be worked to profit, with the exception of a short length about 80 fms. east of the shaft, where some ore ground has been worked away above and below the level. At this point a sump has been recently sunk to a depth of about 5 fms. below the adit level, where the water proved so abundant, as to compel its suspension. The same cause prevented my seeing the bottom of the sump, but I was able to view the end of the slopes westward from the sump, where there is a large and well-defined vein, composed of barytes, carbonate of lime, and some little ore, and of a promising character. This run of ground has so favourable an appearance that it would be highly advisable to prove it at an increased depth. At the engine-shaft, which is sunk to the 53, or 13 fms. below the adit, a strong vein underlying shaft has passed through about midway between the two levels. This I believe to be a continuation of the lode mentioned above, and as such deserving a more extensive trial. After a careful consideration of the appearances at the surface and underground, I am led to look upon the ground for some distance to the north and south of the engine-shaft as a mineralised channel. In such channels the principal veins are generally found at or toward the sides or extremities of such ground, and many of the small and irregular veins and strings running through the channel of ground—like those driven upon in your 53, and in various parts of your deep adit—fall into and act as feeders to the main veins. A cross-cut should be pushed forward south from the shaft in the 53, to cut the lode previously referred to, which should then be driven upon outward with all possible speed; and at the same time the cross-cut northward, to cut what is called the main vein in that direction; should also be continued. There appears to have been a large body of barytes taken away from the adit level in this part of the mine, and I have no doubt but it will be found in sufficient quantities below the level to form an item of some importance in the returns of the mine; but the principal object of the search must be lead ore, without which you have little prospect of profit. I consider the points I have recommended to present such fair and reasonable prospects of success as to justify the outlay necessary for the prosecution of the trials suggested.

STEPHEN EDDY.

BELL AND LANARTH MINE—EXCELLENT MINE MATERIALS FOR SALE.

MESSRS. GREENWOOD AND MICHELL have been favoured with instructions to SELL, BY AUCTION, at BELL and LANARTH MINE, in the parish of Gwynedd, on Monday, the 24th inst., at Eleven o'clock precisely, in one lot, or otherwise, the following MINING MATERIALS:—ONE excellent 30 in. cylinder PUMPING ENGINE, with boiler about 10 tons, and first piece of rod; 1 shears and 2 capstans, complete; 50 fms. excellent 8 in. pitwork, complete; capstan and chain wheels, very good; 100 fms. of iron rods, with balance bob; a prime lot of bucket rods and prongs, 60 fms. of ladders, staples and glands, rod plates, horse whips, smiths' bellows, anvils, screw stocks, taps and plates, smiths' tools, miners' chests, wheelbarrows, about 100 lots of new and old timber, together with the account-house furniture, and a variety of other articles too numerous to mention in the limits of this advertisement.

For viewing the mine, apply to Capt. HIGGINS, on the mine; and for further particulars, at the office of the auctioneers, Littlebale and Truro.—October 11, 1859.

DISSOLUTION OF PARTNERSHIP.

MR. WILLIAM WILDE WILL SELL, BY AUCTION, on Thursday, the 3d of November, at the Rockingham Rooms, William-street, Newington Causeway, at One o'clock precisely, all the VALUABLE PLANT, MACHINERY, and PATENT RIGHTS of the AGAVA PATENT HAIR COMPANY.

The patents have been granted for Great Britain, France, America, Holland, Belgium, and Austria, and will be offered separately, that for Great Britain to include the unexpired term for which the premises of the company at the Rockingham Rooms are held, with the plant and machinery therein.

For particulars apply at the works; to JAMES CROWDY, Esq., solicitor, 17, Serjeant's Inn, Fleet-street; to WILLIAM HENRY WITTHALL, Esq., solicitor, Parliament-street; or to the auctioneer, 23, Parliament-street.

WHEAL GLYNN.

MR. C. E. PEARSE WILL SELL, BY AUCTION, at the mine, near Bodmin, on Thursday, the 3d of November, at Eleven o'clock A.M., the MACHINERY and MATERIALS of this set, comprising a 30 in. cylinder STEAM ENGINE, with boiler about 10 tons, capstan and shears, capstan rope, plunger pump, iron balance and angle block, &c. Particulars may be obtained of the auctioneer, Mr. C. E. PEARSE, Bodmin, Cornwall; or of the purser, Mr. D. G. GOATLEY, 31, Threadneedle-street, London, E.C.

CHEMICAL WORKS AND SOAPERY, CHURCH, NEAR BLACKBURN AND ACCRINGTON, LANCASHIRE—MOORE V. HAWORTH.

MR. WHEATLEY KIRK WILL SELL, BY AUCTION,

pursuant to an ORDER of the COURT OF CHANCERY of the County Palatine of Lancaster made in the above Cause, dated the 4th day of May last, the following and other valuable property, before Joseph Catterall, Esq., Registrar for the Preston district of the said Court of Chancery, at the said chemical works, at Church, aforesaid, on Monday, the 7th day of November, 1859, and the following days of business, commencing on the 11th day of November, at the auctioneer's office, that is to say:—

ALL the VALUABLE PLANT, UTENSILS, CONDENSING and HIGH-PRESSURE BEAM, VERTICAL, and HORIZONTAL STEAM ENGINES, BOILERS, mill gearing, steam, water, and gas pipes; seven large leaden vitriol chambers, an immense assemblage of copper, brass, iron, and lead vessels, pans, vats, &c., of various descriptions and sizes, applicable to the trades of chemical and soap manufacturers, together with the whole of the TOOLS and MACHINERY in the mechanics, smiths, carpenters, masons, and plumbers' shops, &c.

Particulars, in descriptive catalogues, may be had on and after the 29th day of October inst., of the auctioneer, at his office, 4, Kirkgate, Leeds, or Cross-street Chambers, Manchester; Mr. WILLIAM DEWHURST, land agent, Accrington; Mr. STANFIELD, solicitor, Accrington; Messrs. WINDER, solicitors, Preston; Mr. HEALD, solicitor, Manchester; Mr. PAUL CATERALL, solicitor, Preston; Messrs. HALL and BALDWIN, solicitors, Clitheroe; Messrs. RICKETTS and MYERS, solicitors, Preston; or Messrs. R. and W. ASCHOFF, solicitors, Preston.

TO COAL PROPRIETORS AND CAPITALISTS.

CANNEL AND COAL MINES AT BLACKROD, NEAR CHORLEY. RIGBY HILL AND CHAPEL FIELD COLLIERIES.

MESSRS. LOMAX AND SONS WILL SELL, BY AUCTION,

on Friday, the 1st day of November, 1859, at Two o'clock in the afternoon, at the Royal Hotel, in Wigan, in the county of Lancaster, before the district Registrar of the County Palatine of Lancaster, in pursuance of an ORDER made in a Cause of ATHERTON V. BARKELL AND ANOTHER, subject to such conditions of sale as will then be produced, the BENEFICIAL INTEREST during the remainder of a term of 15 years, created by indenture of lease bearing date the 1st of January, 1855, of and in ALL that MINE OR SEAM OF CANNEL AND COAL lying under a certain estate, known by the name of RIGBY'S, situate in Blackrod aforesaid, which said mine has been worked during the last four years, and contains 11 Cheshire acres, about 8 Cheshire acres of which still remain to be got.

And also the BENEFICIAL INTEREST for the remainder of a term of 10 years, commencing 1st of January, 1854, under take-note or agreement for a lease from the Right Hon. Lord Kingsdown, of and in the said MINE OR SEAM OF CANNEL AND COAL lying under a certain other estate, called CHAPEL FIELD, adjoining the above, and comprising about 15 Cheshire acres, of which 3 Cheshire acres, or thereabouts, have been got, together with the tenant's interest in the office, stage-roof, and shed erected on the said premises.

There is a good shaft on the RIGBY estate, about 60 yards in depth, from which the said cannel and coal is being raised, and the underground workings have been judiciously laid out, and are in good condition.

A new shaft to the depth of 70 yards has also been sunk in the Chapel Field estate (at some distance from the above working shaft), and near to which a 7-horse engine and boiler have been erected.

The above collieries, which are now in full operation, are situate in the village of Blackrod, distant only one mile from the Harwich and Blackrod railway station, and 1¼ from the canal at Aslington, affording easy access to all adjacent markets, and where it is well known that the mines are of a very superior quality.

The COLLIERY PLANT, which will have to be taken by the purchaser at a fair valuation, includes a 10 horse HORIZONTAL WINDING ENGINE and boiler, large drum and axle, wire rope 90 yards long, and pulleys for working the incline. Steeple STEAM ENGINE 7 horse power, with boiler; 1200 yards of wrought-iron surface rails, with rollers and rollers; large drum and wire rope, and stage, &c., complete; 24 tramway wagons, with the necessary air pipes, conducting rods, and underground tram rails, and all other articles and things fixed and being in or upon the said collieries, an inventory of which will be produced at the time of sale, or prior thereto on application to Messrs. LOMAX AND SONS, solicitors, Bolton; Mr. FRANCIS MARRIOTT, solicitor, 29, Brown-street, Manchester; Mr. WILLIAM LITHERLAND, the receiver, or the auctioneer.

To view, and for further particulars, apply to Mr. JAMES ATHERTON, on the premises, or to the auctioneers, Accrington, Bolton; Mr. WILLIAM LITHERLAND, 79, St. George's-place, Bolton; the receiver; Mr. JOSEPH JACKSON, surveyor, Bolton; Mr. HENRY EATON, surveyor, Mount Zion, Radcliffe; Messrs. WATKINS and SON, solicitors, Bolton; Mr. FRANCIS MARRI

THE MINING SHARE LIST.

DIVIDEND MINES.

Shares.	Mines.	Paid.	Non-P.	Bus. done.	Last Call.
38000	Aberdorey (silver-lead), Merioneth	10 0 0	0 0 0	0 0 0	1859
12000	Alfred Consols (copper), Philadelphia [S.E.]	2 11 0	0 0 0	0 0 0	1859
10000	Banphyle (copper), Devon	0 12 6	0 0 0	0 0 0	1859
40000	Bedford United (copper), Tavistock	2 6 8	0 0 0	0 0 0	1859
240	Boscawen (tin), St. Just	20 10 0	0 0 0	0 0 0	1859
300	Botallack (tin), copper, St. Just	91 5 0	0 0 0	0 0 0	1859
2000	Bronford (lead), Cardiganshire [L.]	4 0 0	0 0 0	0 0 0	1859
1800	Carn Breva (copper), tin, Hlogan	15 0 0	0 0 0	0 0 0	1859
2500	Cefn Cwri Hwyr (lead), Cardiganshire	35 0 0	0 0 0	0 0 0	1859
2500	Central Mines (lead) [L. & S.]	0 0 0	0 0 0	0 0 0	1859
250	Copper Hill (copper), Redruth	45 0 0	0 0 0	0 0 0	1859
12000	Copper Mines of England	25 0 0	0 0 0	0 0 0	1859
350000	Ditto ditto (stock)	100 0 0	0 0 0	0 0 0	1859
1055	Craddock Moor (copper), St. Cleer	8 0 0	0 0 0	0 0 0	1859
867	Cwm Eryn (lead), Cardiganshire	7 10 0	0 0 0	0 0 0	1859
128	Cwmystwith (lead), Cardiganshire	0 0 0	0 0 0	0 0 0	1859
250	Derwent Mines (sil. lead), Darham	30 0 0	0 0 0	0 0 0	1859
4076	Devon and Cornwall (copper), Devon	0 0 0	0 0 0	0 0 0	1859
1024	Devon (tin), copper, Tavistock [S.E.]	1 0 0	0 0 0	0 0 0	1859
350	Dolcoath (copper), tin, Camborne	126 17 6	0 0 0	0 0 0	1859
512	East Basset (copper), Redruth [S.E.]	29 10 0	0 0 0	0 0 0	1859
128	East Pool (tin), copper, Pool, Hlogan	24 5 0	0 0 0	0 0 0	1859
2048	East Wheal Lovell (tin), Wendron	2 10 0	0 0 0	0 0 0	1859
5700	Exmouth (silver-lead), Christow	4 14 8	0 0 0	0 0 0	1859
1400	Eyran Mining Co. (lead), Hlogan	25 0 0	0 0 0	0 0 0	1859
486	Foxdale, Isle of Man, Limited (lead)	25 0 0	0 0 0	0 0 0	1859
6000	Great South Tolgus [S.E.], Redruth	0 14 6	0 0 0	0 0 0	1859
1024	Haroldston (id.), near Liskeard [S.E.]	0 10 0	0 0 0	0 0 0	1859
5000	Kelly Bray (lead), copper, Callington	3 19 6	0 0 0	0 0 0	1859
160	Levan (copper), tin, St. Just	2 10 0	0 0 0	0 0 0	1859
400	Lisbarne (lead), Cardiganshire, Wales	18 10 0	0 0 0	0 0 0	1859
5000	Mendip Hills (lead) [L.], Somerset	3 15 0	0 0 0	0 0 0	1859
1800	Minehead Mining Co., Ltd. (id.), Wexham	25 0 0	0 0 0	0 0 0	1859
20000	Mining Co. of Ireland (lead, cop.)	7 0 0	0 0 0	0 0 0	1859
470	Newcastle Mining Co., Co. Down	50 0 0	0 0 0	0 0 0	1859
2000	North Dolcoath (copper), Camborne	1 6 8	0 0 0	0 0 0	1859
6000	N. Wh. Basset (copper), tin, Hlogan [S.E.]	0 0 0	0 0 0	0 0 0	1859
6400	Par Consols (copper), tin, Blazey [S.E.]	1 2 6	0 0 0	0 0 0	1859
200	Phoenix (copper), tin, Llanfyllter	100 0 0	0 0 0	0 0 0	1859
1772	Pobberno (tin), St. Agnes	0 0 0	0 0 0	0 0 0	1859
1120	Providence (tin), Uney Lelant [S.E.]	10 6 7	0 0 0	0 0 0	1859
25000	Rhodryd and Llanfyllter (lead)	11 5 0	0 0 0	0 0 0	1859
1024	Rosewarne and Harland United	2 10 0	0 0 0	0 0 0	1859
15000	Rosewarne Colliery Company, Limited	0 7 0	0 0 0	0 0 0	1859
512	South Canford (copper), St. Cleer [S.E.]	1 5 0	0 0 0	0 0 0	1859
512	South Tolgus (copper), Redruth, Cornwall	0 0 0	0 0 0	0 0 0	1859
496	South Wheal Frances, Hlogan [S.E.]	18 18 9	0 0 0	0 0 0	1859
940	St. Ives Consols (tin), St. Ives	0 0 0	0 0 0	0 0 0	1859
9600	Tamar Con. (sil. id.), Beeralston [S.E.]	4 10 0	0 0 0	0 0 0	1859
6000	Tincroft (copper), tin, Pool, Hlogan [S.E.]	0 0 0	0 0 0	0 0 0	1859
6000	Tolvadd (copper), Marazion	0 0 0	0 0 0	0 0 0	1859
572	Trevelyan Consols (tin), St. Agnes	11 10 0	0 0 0	0 0 0	1859
200	Transtrop Consols (tin), near Helston	47 10 0	0 0 0	0 0 0	1859
400	United Mines (copper), Gwennap	0 0 0	0 0 0	0 0 0	1859
512	Wendron Consols (tin), Wendron	23 7 8	0 0 0	0 0 0	1859
6000	West Basset (copper), Hlogan [S.E.]	1 10 0	0 0 0	0 0 0	1859
512	West Canford (copper), Liskeard [S.E.]	0 10 0	0 0 0	0 0 0	1859
6400	West Fowey Consols (copper), Fowey	7 10 0	0 0 0	0 0 0	1859
410	W. Wh. Seton (copper), Camborne [S.E.]	28 10 0	0 0 0	0 0 0	1859
240	Wheal Bad (tin), St. Agnes	0 0 0	0 0 0	0 0 0	1859
512	Wheal Basset (copper), Hlogan [S.E.]	5 9 0	0 0 0	0 0 0	1859
250	Wheal Buller (copper), Redruth [S.E.]	5 0 0	0 0 0	0 0 0	1859
512	Wheal Charlotte, Perranarboth	1 0 8	0 0 0	0 0 0	1859
200	Wheal Clifford (copper), Gwennap [S.E.]	0 0 0	0 0 0	0 0 0	1859
128	Wheal Friendship (copper), Devon	50 0 0	0 0 0	0 0 0	1859
1024	Wheal Gryff (tin), Perranarboth	0 0 0	0 0 0	0 0 0	1859
512	Wheal Jane (silver-lead), Kea	0 0 0	0 0 0	0 0 0	1859
6000	Wheal Kitty (tin), St. Agnes	4 10 0	0 0 0	0 0 0	1859
1024	Wheal Lanyon (tin), Uney Lelant [S.E.]	1 7 2	0 0 0	0 0 0	1859
4000	Wheal Lendock (lead), St. Ives	2 10 0	0 0 0	0 0 0	1859
896	W. Wh. Margaret (tin), Uney Lel. [S.E.]	9 17 6	0 0 0	0 0 0	1859
100	Wheal Mary (tin), Lelant	36 2 6	0 0 0	0 0 0	1859
1024	W. Wh. Mary Ann (tin), Menheniot [S.E.]	8 0 0	0 0 0	0 0 0	1859
80	Wheal Ormes, St. Just, Cornwall	70 0 0	0 0 0	0 0 0	1859
198	Wheal Seton (tin), copper, Camborne	107 0 0	0 0 0	0 0 0	1859
1440	W. Trevelyan (sil. id.), Liskeard [S.E.]	4 10 0	0 0 0	0 0 0	1859
5000	Wicklow (copper), Wicklow	5 0 0	0 0 0	0 0 0	1859

MINES WITH DIVIDENDS IN ABEYANCE.

1624	Bailswidden (tin), St. Just	11 5 0	0 0 0	0 0 0	1859
1250	Brightwell (copper), Froegast, Derbyshire	25 0 0	0 0 0	0 0 0	1859
100	Brynmill (lead), Flintshire	45 0 0	0 0 0	0 0 0	1859
2000	Brumfield, Llanfyllter, Montgomeryshire	4 2 6	0 0 0	0 0 0	1859
1170	Budlick Consols (tin), Perran	0 14 2	0 0 0	0 0 0	1859
4000	Calstock Consols (copper)	5 0 0	0 0 0	0 0 0	1859
2048	Carhorth (tin), St. Just	4 15 0	0 0 0	0 0 0	1859
2000	Colaculac (copper), Llanerion	5 0 0	0 0 0	0 0 0	1859
256	Condover (copper), tin, Camborne	20 0 0	0 0 0	0 0 0	1859
672	Dine Dore (tin), Gwilt	37 14 0	0 0 0	0 0 0	1859
13000	Drake Walls (tin), copper, Calstock	2 10 0	0 0 0	0 0 0	1859
2048	East Falmouth (copper), Gwennap	0 0 0	0 0 0	0 0 0	1859
1024	East Wheal Margaret (tin, copper)	8 17 6	0 0 0	0 0 0	1859
4448	Fowey Consols (copper), Tywardreath	4 0 0	0 0 0	0 0 0	1859
2000	Goginan (silver-lead), Cardiganshire	12 10 0	0 0 0	0 0 0	1859
1024	Goginan (copper), St. Cleer	14 5 0	0 0 0	0 0 0	1859
119	Great Work (tin), Gernoe	100 0 0	0 0 0	0 0 0	1859
6000	Hingston Down Cons. (copper), Calstock	4 0 0	0 0 0	0 0 0	1859
2000	Hoyle's (copper), near Tipperary	11 0 0	0 0 0	0 0 0	1859
20	Lacey Mining Company, Isle of Man	100 0 0	0 0 0	0 0 0	1859
5000	Levy Mines (tin, copper), St. Erth	6 11 2	0 0 0	0 0 0	1859
8000	Marke Valley (copper), Carnon	4 10 6	0 0 0	0 0 0	1859
5000	Mertlyn (lead), Flint	5 6 6	0 0 0	0 0 0	1859
5000	Nantes & Penwith, Ltd. (25% sha.)	2 10 0	0 0 0	0 0 0	1859
200	North Pool (copper), tin, Pool	40 18 0	0 0 0	0 0 0	1859
700	North Boscare (copper), Camborne	16 0 0	0 0 0	0 0 0	1859
512	Rosewarne United (copper), tin, Gwennap	15 0 0	0 0 0	0 0 0	1859
13000	Sordington (copper), Whitby [S.E.]	10 0 0	0 0 0	0 0 0	1859
128	South Crinall (copper), St. Austell	19 0 0	0 0 0	0 0 0	1859
256	South Gwennap, Kenwyn	28 0 0	0 0 0	0 0 0	1859
970	St. Aubyn and Grylls (copper), Breage	6 8 4	0 0 0	0 0 0	1859
20000	St. Day United (tin and cop.), Redruth	2 5 0	0 0 0	0 0 0	1859
120	Trevelyan (copper), Gwennap, Cornwall	15 0 0	0 0 0	0 0 0	1859
496	Trevelyan (sil. id.), Menheniot, Cornwall	3 11 0	0 0 0	0 0 0	1859
50000	Valley of Towry (lead), Carnarvon [S.E.]	0 13 6	0 0 0	0 0 0	1859
256	West Basset (copper), Gwennap	43 15 0	0 0 0	0 0 0	1859
4140	West Providence (tin), St. Erth	12 0 0	0 0 0	0 0 0	1859
4140	Wheal Arthur (copper), Calstock	2 17 0	0 0 0	0 0 0	1859
496	Wheal Edward (copper), Calstock	6 7 2	0 0 0	0 0 0	1859
430	Wheal Lovell (tin), Wendron	33 0 0	0 0 0	0 0 0	1859
240	Wheal Meeth (tin), Uney Lelant	45 10 0	0 0 0	0 0 0	1859
1024	Wheal Tremayne (tin, cop.), Gwennap	12 2 6	0 0 0	0 0 0	1859
4096	Wheal Wrey (lead), St. Ives	1 19 0	0 0 0	0 0 0	1859

* Dividends paid every two months. † Dividends paid every three months.

FOREIGN MINES.

2464	Burra Burra (copper), South Australia	5 0 0	0 0 0	0 0 0	1859
12000	Cuba Copper Co. (copper), Cuba [S.E.]	40 0 0	0 0 0	0 0 0	1859
10000	Copiapu Mining Company, Chile [S.E.]	16 0 0	0 0 0	0 0 0	1859
15000	East Indian Coal, Calcutta [L.]	10 0 0	0 0 0	0 0 0	1859
70000	English and Australian [S.E.]	5 0 0	0 0 0	0 0 0	1859
25000	Gen. Miner Assn., New South Wales [S.E.]	0 0 0	0 0 0	0 0 0	1859
10000	Gr. Barrick Land, Min. & S. Z. [L.]	20 0 0	0 0 0	0 0 0	1859
25000	Llanes (M.), Pozo Ancho, Spain [S.E.]	4 0 0	0 0 0	0 0 0	1859
10000	Llanes (M.), Pozo Ancho, Spain [S.E.]	1 15 0	0 0 0	0 0 0	1859
10000	Port Phillip (gold), Clunes [S.E.]	1 0 0	0 0 0	0 0 0	1859
11000	St. John del Rey [L.], Brazil [S.E.]	15 0 0	0 0 0	0 0 0	1859

FOREIGN MINES WITH DIVIDENDS IN ABEYANCE.

10000	Altan & Quannagen United (copper), Norway	16 10 0	0 0 0	0 0 0	1859
10000	Pontalund (sil. lead), France [S.E.]	20 0 0	0 0 0	0 0 0	1859
7000	Royal Mexican (copper), Cuba [S.E.]	16 15 0	0 0 0	0 0 0	1859
43174	Unit, Mexico (sil.), Mexico [S.E.]	15 5 0	0 0 0	0 0 0	1859

NON-DIVIDEND FOREIGN MINES.

20000	Acadian Charcoal Iron, Nova Scotia [L.]	8 10 0	0 0 0	0 0 0	1859
20000	Australian (copper), South Australia [S.E.]	7 7 6	0 0 0	0 0 0	1859
75000	Bon Accord, South Australia (copper) [L.] [S.E.]	0 15 0	0 0 0	0 0 0	1859
10000	Bon Accord, South Australia (copper) [L.] [S.E.]	5 0 0	0 0 0	0 0 0	1859
6000	Central America (silver), [L.] [2000 45 pd., 4000 45]	3 0 0	0 0 0	0 0 0	1859
17000	Central India (copper), [2000 42 pd.]	0 0 0	0 0 0	0 0 0	1859
60000	Chorundum Consols (copper), Jamaica [S.E.]	0 15 0	0 0 0	0 0 0	1859
5000	Colome Mining Co. (lead), Rhodan Prussia	1 4 0	0 0 0	0 0 0	1859
10000	Copahu Mining Co. (lead), Chile	1 0 0	0 0 0	0 0 0	1859
75000	Dan Mountain (copper), New Zealand [L.] [S.E.]	1 0 0	0 0 0	0 0 0	1859
20000	El Estero and Jandova, Jamaica	0 15 0	0 0 0	0 0 0	1859
2000	El Estero and Canadian Mining Co., Ltd. [4000 25 pd., 4000 42]	3 0 0	0 0 0	0 0 0	1859
25000	Fortuna (lead), Spain [L.] [S.E.]	2 0 0	0 0 0	0 0 0	1859
4000	Gold Silver Lead and Copper Mining Comp., Ltd. [Jamaica]	25 0 0	0 0 0	0 0 0	1859
15000	Huachuca Copper Mining Company, Spain [L.]	0 10 0	0 0 0	0 0 0	1859
75000	Kapunda Mining Company, Australia	1 0 0	0 0 0	0 0 0	1859
60000	New Granada (gold), South America [S.E.]	0 15 0	0 0 0	0 0 0	1859
10000	New Grand Duchy of Baden (silver-lead), near Freiburg	0 10 0	0 0 0	0 0 0	1859
60000	North Rhine Copper of South Australia [L.] [S.E.]	0 10 0	0 0 0	0 0 0	1859
60000	Scottish Australian Mining Company [L.]	0 10 0	0 0 0	0 0 0	1859
15000	South Europe Mining Company, Spain [L.]	2 0 0	0 0 0	0 0 0	1859
25000	Victor Emanuel, Val d'Aosta, Piedmont [L.]	1 0 0	0 0 0	0 0 0	1859
20000	Wellington Copper Mine Company, West Canada, Limited	1 0 0	0 0 0	0 0 0	1859
1000	Western Africa Malachite (copper) [L.]	105 0 0	0 0 0	0 0 0	1859
35000	Wheal Jamaica (copper)	1 0 0	0 0 0	0 0 0	1859
75000	Widderberg (silver-lead, copper), Prussia	2 0 0	0 0 0	0 0 0	1859
100000	Working (copper), South Australia [L.]	0 17 0	0 0 0	0 0 0	1859

PROGRESSIVE MINES.

Shares.	Mines.	Paid.	Non-P.	Bus. done.	Last Call.
4000	Abney Consols (id.) Cardigan	2 2 0	0 0 0	0 0 0	1859
4000	Alloy & Co. (id.) [L. £1.]	9 5 0	12s.	0 0 0	July, 1859
10000	Amarrack (coppr.) Phiblack	1 1 6	1 1		